

PRIX EDITIONS

International Formula One Monthly



THE MAGAZINE FOR
GRAND PRIX PEOPLE

£2.50 U.K.
\$6.00 AUSTRALIA
\$7.75 N.Z. (INC. GST)
DM15 GERMANY

REGISTERED BY AUSTRALIAN POST
PUBLICATION NO. SBQ 1531

Vol. 4, No. 4 JUNE 1990

SENNA & THE SCARLET LADY

Is Ayrton only flirting?

NANNINI 1990

A new life with
Nelson

MINARDI

Prancing Pony?



BERNIE ECCLESTONE

The man behind the shades



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International Formula One Monthly

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Lyon Road, Windsor Avenue
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Distributors
U.K. MMC, Woking
Australia: Gordon & Gotch, Sydney

Principal Photographers
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Allsport - Dominique Leroy

Colour Separations by Imago
Printed in the U.K. by Passmore
International, Maidstone

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POLE POSITION

The Editor's Page



No-one promised sunny skies, but the clouds have been gathering over Formula 1 rather earlier this year than they normally do. Clouds of uncertainty, in the shape of rumours about driver moves; clouds of confusion, when we were not sure which circuits would and would not host Grands Prix in the course of the year; clouds of the very blackest kind when a young man seemingly destined for F1 stardom suffered a racing accident that claimed a spectator's life.

Maybe it's just a way of filling that long vacuum from Sao Paulo to San Marino, but the silly season has begun even before the real racing of 1990 gets under way. What price Senna for Maranello? We address that question later in this issue, but the rumour - apparently initiated by a Ferrari fifth columnist! - was merely the loudest report in a series of warning shots fired across various F1 vessels' bows while others tried to get on with testing at Imola and elsewhere.

As Maurice Hamilton suggests in this month's column, Grand Prix racing can ill afford to forget that as well as a billion-dollar industry it is, basically, still a sport. While psychological pressure may be part and parcel of the armoury, recent escalations have taken that side of Formula 1 close to its own interpretation of Armageddon. Wars and rumours of war, the good book says - and we're not talking about the FIA regulations, either. Shame they can't all be quiet men like Thierry Boutsen or Sandro Nannini, both drivers featured in this issue...

Or like Giancarlo Minardi, whose team is the subject of this month's major study. Twenty years of effort have been rewarded by one of the greatest coups in recent F1 history: the deal that takes Ferrari V12 power to the little Faenza team next year. This is Grand Prix racing's equivalent of Cinderella going to the ball, and we should all be glad of something that even for a little while takes our attention away from the Ugly Sisters.

Sadly, though, danger reared its own unlovely head again not long before we went to press, this time in the form of Allan McNish's tragic accident at Donington Park. The young Scot has been widely tipped for F1 stardom, but what happened at Donington must cast a cloud over his future: it would take exceptional strength of will to set aside an incident that may have left him physically unscathed but, because of the loss of another person's life, will leave psychological scars of the most painful kind.

In an issue where the man who has transformed Grand Prix racing into a global success story expresses his business philosophy - the quick and the dead - in metaphorical terms, it is salutary to remember the bottom line: the quick and the dead are quite literally what we are talking about every time we contemplate the sport we love. Some clouds take a long time to blow away...

Minardi: out of the shadows, into the spotlight



KEEPING TRACK

One Door Closes...

Much of the F1 talk continues to revolve around Brabham, to whom designer Sergio Rinland has returned (his Tyrrell replacement is George Ryton, formerly in the design line-up of Ferrari, Reynard and Brun). The team also confirmed David Brabham's signing, and Sir Jack's youngest son ran for the first time in a car bearing his father's name in a BT58 at Silverstone on April 19. He hoped to make history at Imola as the first son of a former World Champion to start a Grand Prix. Brother Gary, meanwhile, recent departure from the Life venture, has increased speculation about the possibility of two Brabhams in two Brabhams by signing for Middlebridge in their F3000 team, thus joining the same race stable as David.

Power Play

Brabham are exploiting their Japanese connection, forged through Middlebridge, to secure a promising engine deal for 1991 - with Yamaha. Although they will probably start with V8's, the medium-term plan in this new joint development programme is to run with the all-new V12 in 1991.

Where Next?

Still in the upheavals department, rumblings surround Onyx: Alan Jenkins and Stefan Johansson to sue for breach of contract and loss of earnings, recently returned Mike Earle about to walk out again because of lack of funding. Jenkins, highly-regarded in F1, has been connected both with McLaren and, more recently, with Arrows.

Dynamic Duo

Leyton House and Ilmor Engineering have joined forces to produce a 3.5-litre F1 racing engine. The V10's design is said to be at an advanced stage, with track tests expected in October. The signing of an initial five-year agreement was accompanied by a

release stating: "This partnership between two dynamic young companies is dedicated to winning and combines the skills of the leading chassis and engine designers in motor sport in a determined bid to win the Formula One World Championship." CART Indycar czar Roger Penske, General Motors, engine designer Mario Illien and Paul Morgan each own 25% of Ilmor Engineering, which builds the highly-successful Ilmor Chevrolet Indycar V8 power unit.

Minardi Breakthrough

On the engine front, the most interesting news in recent weeks is that Ferrari will next year supply race engines to compatriots Minardi (see separate feature). Minardi will lease the V12's, though of course not using the revolutionary semi-automatic gearbox employed by the Maranello stable. Giancarlo Minardi says the length of the agreement is "open" and that costs will be virtually the same as for Ford-Cosworth V8's. He forged a special relationship with the late Enzo Ferrari as far back as 1976 when his F2 team used Ferrari Dino V6's. This is the first time Ferrari has supplied power units to a rival F1 team, though there is now speculation on a further deal with another Italian team from 1992 - all, perhaps, part of the power struggle with Honda, who supply not only McLaren but, from next year, Tyrrell as well. Unlike the Tyrrell deal, which sees Ken using V10's while McLaren switch to the new V12, Minardi will use identical engines to their celebrated supplier.

Two Firsts - without racing

Congrats department: Reynard Racing Cars has won the Queen's Award for Export Achievement. The Bicester company exports 60% of its total production after starting with just two models in 1982. Though producing eight types of single-seater, mainly for

F3000 and F3 use - and Formula Fords for Australia - Reynard has not dabbled in F1 - until now. The company has unveiled its first prototype designed to receive a 3.5-litre F1 engine, to be supplied by Japanese firm Mugen. The new design will be used as a rolling test bed as both companies compile data on engine and chassis and their combination. The car will first test following the F1 race at Suzuka later this year. The car is basically a Reynard 89D with modifications including a specially-cast transmission, new engine mounts, airbox and engine cover. Both firms have expressed a long-term interest in F1 racing, though no special significance should be read into their collaboration at this stage of proceedings. As Reynard Managing Director Rick Gorne said, "Both Mugen and ourselves have no experience in Formula 1, so we are basically using this joint venture as a test bed for data acquisition as and when we might need it."

Testing, Testing...

Unveiled: the new Tyrrell 019, with radical "Star Wars" front wings. The car is a development of the 018 in which Jean Alesi blasted into the lead in Phoenix this year, with the underside of the nose section rounded and a striking new-look wing that stems from extensive wind-tunnel testing. As an interim measure while Tyrrell await new Honda power, the design is aimed at increased suction and better all-round chassis exploitation. Though it managed just a couple of laps at its Silverstone shakedown, the car gave Alesi second-quickest time between the two Williams runners at Imola testing shortly before the start of the European season with the San Marino Grand Prix.

PE

DK/TC/SWS



(Alagon/Pascal/Rondeau)



(Alagon/Pascal/Rondeau)



(Alagon/Pascal/Rondeau)



(Alagon/Pascal/Rondeau)



(Alagon/Pascal/Rondeau)



(Alagon/Pascal/Rondeau)

On parade at Imola, prior to the San Marino Grand Prix, were many of the new 1990 contenders:

1. Tyrrell
2. Larrousse
3. Dallara

4. Ferrari
5. Osella
6. Onyx

take out the tandem this weekend



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A hazard of sports reporting, not to mention the supreme arrogance of one of cricket's more gifted performers, was illustrated all too clearly last month in the press box at St John's in Antigua.

When the sweating, raging form of Vivian Richards stood menacingly over the man from the Daily Express, it was clear that the West Indies captain had not taken time out to congratulate the writer on the quality of his work. Richards was upset because the journalist, James Lawton, had reported, verbatim, a brief exchange between the two the previous day.

Lawton had asked Richards to explain a vee-sign given to the crowd. Richards had said he would whack Lawton if he wrote about it. Lawton did. And Richards, in that moment of ill-advised frenzy in the press box, came close to fulfilling his part of the bargain.

Choosing to air his grievances in front of ranks of assorted and bored hacks was just as foolish as assuming that a journalist would heed such a threat in the first place. But, more than anything, it made me thankful that Viv Richards does not drive a Grand Prix car for reasons which go beyond the man's impressive if threatening physical presence.

The incident in Antigua was the equivalent of a driver vacating his car on the grid and marching into the press room to have it out with a media person whose views did not necessarily tally with the star's inflated opinion of himself.

The alarming manner in which Richards allowed his emotions to run riot reached a predictable conclusion on the field of play when he was subsequently caught and bowled for one run. At least it hurt nothing more than his voluminous pride. But such a delirious state of mind in a racing car could have had more far-reaching consequences. The members of the press box might have finished the day writing the man's obituary. Or, worse still, that of an innocent party.

Perhaps that's why there are very few recorded incidents of Grand Prix drivers losing their tempers with journalists even though, heaven knows, there have been enough contentious and critical articles wilfully, and sometimes gleefully, produced over the years.

The late Elio De Angelis: surprising show of temper - but only once

ON THE OTHER HAND



THE
MAURICE HAMILTON
COLUMN

I can recall very few moments of real unpleasantness. And the only incident involving physical abuse was so out of keeping with the driver, Elio de Angelis, that it is scarcely worth mentioning. Elio, one of the few true gentlemen ever to don a crash helmet, was aggrieved when a British journalist suggested, in print, that he had not been trying hard enough during a particular race. Unfortunately for the author, he wandered into the Lotus garage a few weeks later to check

progress at a moment when, shall we say, the team had seen better times in every sense of the expression.

De Angelis, on suddenly being confronted by the sight of this man, vented his frustration by pushing him over. It was as briefly unpleasant as it was surprising and I can think of more deserving cases when certain writers at least deserved a sharp smack on the mouth for their trouble.

I had the pleasure of editing Autocourse for nine years but there was always the thought that one or two drivers might be lurking with meat cleavers at the first race, keen to extract some form of effective retribution for their standing - or lack of it - in the annual's Top Ten.

I hated writing that section of the book. No, I tell a lie. I enjoyed writing it; I just hated having my assessment published. When you think about it, the Autocourse Top Ten is the personal opinion of the Editor. Nothing more, nothing less. Unfortunately, one man's lofty judgement becomes The Word, cast in stone and much discussed. That, of course, is the point of it all. But, if I was a driver, having worked my butt off all season in a dog of a car, I would be most indignant if some nerk who had never sat in a Formula One machine proceeded to write effusively about a lucky sod who happened to find himself in a car which, in my opinion, a blindfolded monkey could have driven to the championship.

And yet, in all that time, I was taken to task on just two occasions; once by a driver's wife and once by a driver who felt he had been more impressive than his team-mate and not, as I had intimated, the other way round. In each case, my subsequent





(Alamy/Pascal Rodiere)

when Michele Alboreto challenged an Italian journalist about a questionable point aired in the man's publication - and the journalist thumped Alboreto! Talk about Man bites Dog. There was an episode, too, when Ayrton Senna finished a pole position press conference rather sooner than a certain writer would have liked. Senna was pursued down the stairs and, when asked why he was not answering further questions, unwisely chose to take a swing at his inquisitor. Fortunately for Ayrton, the blow did not connect. He was a big man, this journalist. And, it has to be said, there were several offers to hold his coat.

"Dennis expertly used the written press ... to further his devious ends."

I don't mean to portray an image of the press being whiter than white. That, regrettably, is far from the case. Indeed, with the Richards altercation, there was room for a modicum of sympathy for the West Indian since the Daily Express had chosen to put the story on the front page, no less. It may have been a slow news day but an Our Man Threatened lead story was hardly responsible journalism. Agreed, when you are editing a popular newspaper, it is difficult to ignore such a tale when it falls into your lap. But the front page? Do me a favour.

Anyway, Richards was not incensed by the location of the story but by the fact that it had been written at all. Such moral indignation shows a deep lack of understanding about how newspapers work. Lawton, a mild-mannered, avuncular sort of chap, was a feature writer - not the paper's cricket writer - looking for a story. Richards, by using his intimidatory tactics, supplied it. It was as simple as that and Richards' belief in his own invincibility had clearly insulated him from the needs and motivation of the print media.

I came to a similar conclusion a few days later when I read a statement from McLaren International. I'm sorry to keep harping on about the habits of Ron Dennis but, goodness me, the man asks for it. You may recall that Ron said controversial things about Ferrari and their methods of wooing McLaren's employees to Maranello. There were dark hints about "under the table" payments from ex-officio bank accounts. Ron said he was not prepared to destabilise

the pay scale of his company by matching the figures paid by Ferrari.

Fair enough: a commendable principle. But, to listen to Ron, you would think Formula One was a fair-minded business with a pay and promotion structure on the lines of the Civil Service. How dare Ferrari bend the rules like that! It was the same pious bleating after McLaren had become the victims of FISA's arbitrary methods at Suzuka.

I shouldn't complain because, in both instances, Dennis provided excellent stories. The Italian press, to whom he confided his feelings over the Steve Nichols head-hunting affair, were extremely grateful. It made newspaper fodder in Italy for a week and if Ron Dennis expresses surprise at that then he is more naive than I think he is.

I'm quite sure the discomfort of Nichols in his new workplace was Ron's ultimate aim. In Formula One, that is a legitimate, if unsavoury, tool of the trade. But, of course, Dennis had to unintentionally exacerbate the situation while trying to mend fences.

So, a few weeks later we had this statement. It said Dennis had been to Maranello, met with Mr Fusaro and Mr Piero Lardi Ferrari and had a full and frank discussion.

Everything in the garden was now rosy. Indeed, Mr Fusaro would be paying a reciprocal visit to McLaren in July. How nice.

What a load of old cobblers! This is Formula One and yet Dennis is making out that two of the most powerful teams are behaving like suburban neighbours who have been arguing about who should cut the adjoining hedge.

Sure, McLaren and Ferrari were on terms again. But that's not the point. The fact remains that the damage had been done. For all Ron's shuttle diplomacy, there was no judge to tell the jury - in this case, the now disgruntled Ferrari workforce - to disregard the figures quoted by Ron concerning Steve Nichols' salary. And what is even more irritating is the fact that Dennis expertly used the written press - a branch of the media he claims to have no time for - to further his devious ends.

Ron Dennis is not alone, of course. His remarks to the Italian press were indicative of the general decline in sportsmanship which has blighted every field of competitive endeavour. Given the questionable tactics employed by the West Indies - and, to a lesser degree, England - in the Caribbean, the term 'it's just not cricket' has taken on a new, more sinister meaning.

That sort of thing might be more acceptable in Formula One were it not for one or two key people naively attempting to convince all and sundry that they are still playing with a straight bat.

PE



Above: Nichols: counting up the Ferrari loot?

Below: McLaren: spotless environment?



(Alamy/Pascal Rodiere)

Top: Alboreto: challenge went wrong
Above: Dennis (left) with Ken Tyrrell: friendly persuasion?

explanations may not have calmed fevered brows but at least the good working relationships were not impaired.

Indeed, the absence of open hostility during those nine years probably says more about the self-restraint and dignity of the drivers than it does about the unlikely event of my views meeting with everyone's approval. Anyway, I always found that, in times of trouble, speaking loudly and men-

acingly with an Ulster accent maintained a degree of respect fed by the unfounded suspicion that Celtic violence might erupt any minute. I mean, the most harm I have ever inflicted on an adversary was probably a drawing pin on a chair in the school room or nicking someone else's press release after the last one had been handed out in the media room.

The only occasion I have seen fists fly in the Grand Prix paddock was



Phoenix 1990: The Turning Point?

If the United States Grand Prix were as successful as the Australian Grand Prix, relative to population, race-day attendance would be 2,500,000!

Americans are car racing crazy, but their racing traditions are less aristocratic than in Europe, and firmly rooted in the tradition of the oval circuit, rather than the road course.

Some say this makes Formula One too "foreign". As one wag put it, Formula One is a cure for which Americans have no disease! But need foreignness preclude commercial success? Formula One would certainly attract more support if Americans found it easier to relate to; but we can make a virtue of foreignness. After all, that is the appeal of many premium brands, such as BMW, Gucci and Rolex.

Formula One attracts a younger, better educated crowd than either CART or NASCAR. According to ESPN-TV figures, 51% of Formula One viewers are age 18-34, compared to 39% for NASCAR and 32% for CART. In addition, 49% of Formula One viewers have at least one year of college, compared to 41% of CART viewers and 31% of NASCAR viewers. Logically, Formula One viewers are typical of the up-scale users of premium imported products.

Formula One promoters should pay heed to these figures. The market for auto-racing is segmented, no less than any market. Too often, promoters miss the target. They focus exclusively on converting Indycar fans and are generally unsuccessful. Why is this? According to ESPN-TV, 38% of Indycar fans are over 50 years old. Older mindsets are more entrenched. "Brand switching" is not easily induced.

By promoting Formula One as a world-class spectator sport, targeted at young, educated adults, we can differentiate Formula One from Indycars on the basis of appeal rather than technical specification. Marketers of many premium products employ this tactic very effectively.

This leads us to what marketers call the "product positioning statement". Simply put, this defines how we want our target market to perceive our product. An appropriate positioning statement for Formula One in the United States might be: For educated, affluent, excitement-seeking Americans, ages 18-45, Formula

One is the spectator sport that delivers world-class excitement, world-class technology and world-class sophistication.

Every aspect of the marketing mix must be consistent with that statement. Let us explore this idea as it relates to the Phoenix Grand Prix.

Phoenix does not offer world-class sophistication - unless we consider the high popularity of ostrich racing a sign of sophistication. The tight street course is a poor show-case for the world-class technology of Formula One cars. The world-class excitement is delivered in very diluted form. Viewing from the grandstands is severely restricted. American urban planning was not conceived with Formula One in mind!

So long as the United States Grand Prix is held on a boring street circuit,



Talking Points

in a boring city, the out-of-town Formula One fan will attend the Montreal or Mexico City events, and the local race fan will attend CART or NASCAR.

The best venue for the United States Grand Prix is Road Atlanta. Atlanta is making a big push to attract major international sporting events, such as the '96 Olympics, and is home to many large international companies. Surely, Formula One is the ideal means to show-case their community. If Sao Paulo can renovate Interlagos, cannot Atlanta do likewise at Road Atlanta? Atlanta is an attractive, civilised city. It is at least the equal of

Montreal or Mexico City in appeal to the out-of-town Formula One fan. Road Atlanta is a fast, challenging circuit. City and circuit, together, on its promise of world-class excitement, world-class technology and world-class sophistication.

If we can deliver on that promise, we can charge a premium price. At the same time, we must price to encourage newcomers to the sport. Marketers recognise that the ability to try a product at low risk is a critical success factor. The right pricing policy would ask top dollar for VIP sites and the best grandstands, yet simultaneously offer low-price general admissions that would encourage locals to come and sample the world-class excitement of "live" Formula One. This would foster goodwill and higher attendances. Large crowds attract media coverage, and Formula One is a media-driven business. To attract national media coverage in America, Formula One must provide more "local interest". In marketing-speak, this is the critical success factor of "compatibility" - how easily the target market can relate to the product.

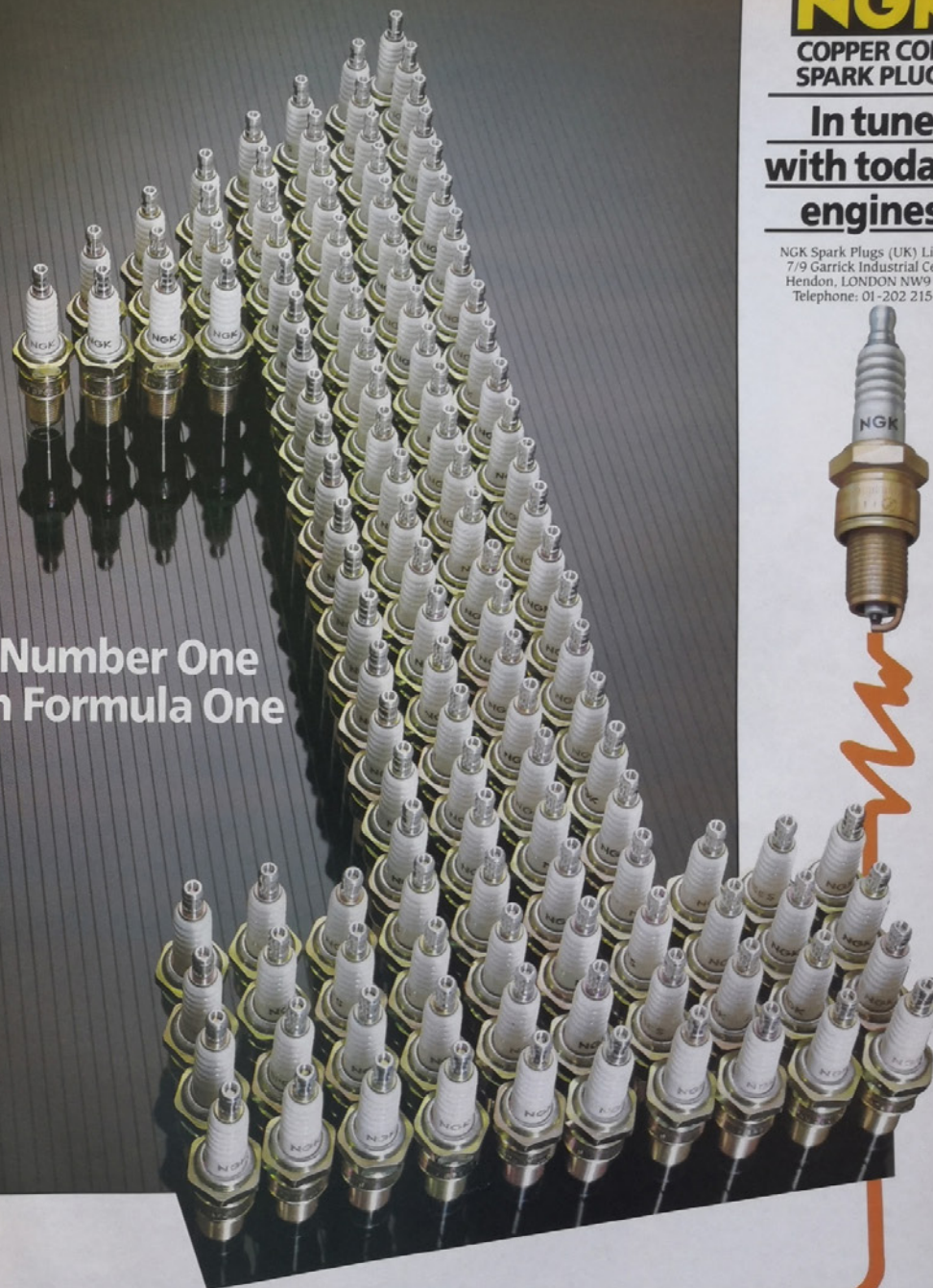
In this lies the problem of Formula One's "foreignness". The problem is a problem of relevance. The American public wants American heroes, no less than the Brazilian public wants Brazilian heroes. Having two or three top American drivers in Formula One would make the sport more "compatible" without compromising its internationalism. Indeed, it would enhance it. By inviting the top American drivers to "graduate" from CART, Formula One would simultaneously reinforce its position as the pinnacle of motorsport and deprive CART of its star attraction. The FIA should appoint a full-time representative to the United States, charged with raising the stature of Formula One in the United States. He must devise a marketing plan with specific, measurable objectives. He must understand the target market, have a clearly defined "position", and manage all aspects of the marketing plan in a manner consistent with that position.

There is no reason why the United States Grand Prix should not attract a race-day crowd of over 250,000. Relative to population, that is a mere tenth of what the Australian Grand Prix attracts. Let 1990 be remembered not as the low point, but as the turning point in the history of Formula One in the United States!

PE

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1990 FORMULA ONE GRAND PRIX CHAMPIONSHIP RACE No. THREE



SAN MARINO

MAY 13 1990

David Tremayne

IT could have been Ayrton Senna's race. Almost certainly would have been. But a wheel failure which leaked the air from his right rear Goodyear killed the Brazilian's chances within four laps of the 61 lap event — and threw the thing wide open.

In the end, Riccardo Patrese exorcised a seven-year ghost when he took the triumph his own blunder had lost him back in 1983. Then, shortly after taking the lead from Patrick Tambay's misfiring Ferrari, he understeered his Brabham off into the Acque Minerali tyre wall and made the tifosi cheer his misfortune.

It was a long time ago, that race, and almost as long ago was Riccardo's last GP victory — South Africa 1983 — one of two in 194 races. He should have won Hungary last season after a superb display under pressure from Senna and Mansell, but fate decreed otherwise and threw debris into his radiator ducts.

This time, though, was the most satisfying. It wasn't the confused

gift Monaco 1982 had been, nor the Piquet cast off that South Africa had been.

Senna had a feeling about the Williams after the pre-event testing, warned that they, rather than the Ferraris, might pose the strongest threat to McLaren. As he often is in F1 matters, he was right on the money. McLaren, of course, was the business in qualifying, and Gerhard Berger treated onlookers to the fun of seeing him quickest after Friday's session before Ayrton treated them to another of his devastating pole-winning demonstrations. On Saturday Gerhard had whittled down to 1m 23.781s and seemed on course for his second pole of the year, but then came Ayrton and another one of those very special laps, 1m 23.220s, and the 44th pole of his career. It was the sixth time he's occupied that position on an Imola grid.

That familiarity stood him in good stead when the lights blinked green and Berger spurred forward before missing a gear. Car 27 was in its customary place by Tosa, and with Boutsen streaking past Berger for second it seemed pre-race predictions of a Senna walkover were about to be proved right.

Then came that puncture. The car had felt funny from the first lap, soft about its right rear. Senna was nursing it as he crested the Variante Alta at the highest part of the track. He'd radioed ahead that he was coming in, but it wasn't an ordinary puncture. By the first downhill left of Rivazza he knew he was in trouble, and as he tried to brake off he skated into the sand trap. The race was now wide open.

Thierry was grappling for gears

Boutsen was as anxious to make amends for his Brazilian pit stop as any man decently can be, and for



For once, red and white were not the winning colours — despite Berger's determination.

the next 14 laps he held majestic sway in a manner we haven't seen before. Nothing Berger did could fluster him, and the gap was under control. In the car, however, Thierry was grappling for gears, and on lap 15 the selection problem found him first instead of third and over-revved the Renault RS2. It lasted from that moment on lap 15 until lap 18 but by then it had had enough.

It was then Berger's turn to lead as the McLaren rubbed salt into the wounds of those who predicted Woking's intensive test programme had only been concerned with qualifying set-up, but a little further back Nigel Mansell was on the move.

Guess what? For the third GP in succession the Ferraris had sucked on their qualifiers, leaving Mansell and Prost floundering on row three to the disgust of tifosi already beginning to give the Briton the bird in favour of the Frenchman.

Mansell made a good start, though, anxious to exploit his morning warm-up race set-up to the full. Out of Tamborello he set up a dust cloud that would account directly for Nakajima and Capelli, who collided and retired, and Moreno whose throttle slides would become jammed as a result. He was side by side with Prost into Tosa, and then the cheeky Alesi came opportunising down the inside of both, bumped Prost, and promptly stole fifth! Nigel had that handled within a couple of laps, and by the 20th was beginning to make clear his wish to pass to Riccardo.

They lapped Grouillard's Osella next time round, and there Mansell pounced. If he was shaken by the wrist injury he sustained in testing, or a near miss in qualifying when



Patrese's biggest lift since Kyalami '83.

Piquet and Benetton: nothing but blue skies from now on?



Paolo Barilla spun across him, it didn't show.

In four laps he'd halved Gerhard's margin, then lost as much when the errant De Cesaris chopped him at Rivazza. Nothing daunted he got back into it, and by lap 35 the gap was less than a second. The tifosi, who had jeered his race tyre laps in testing as McLaren sped round faster on qualifiers, took him to their bosom again.

The incident at Tamborello that followed will live in racing legend,

The Ferrari put all four wheels on to the grass

as did Rosberg's 360 spin-and-continue display at Long Beach in 1983. As Gerhard began to edge left to take his line for the right-hand curve to Tosa, Mansell flicked out to the left from his slipstream. The Ferrari put all four wheels on to the grass, spun through a complete circle, and, incredibly, resumed in second place after losing a minimum amount of ground to Riccardo.

Sadly it wasn't enough. Three laps later the engine blew, and that was that. With Prost hampered by a pit stop to get rid of Goodyear's B compound tyres in favour of the Cs Mansell had used, Ferrari's chance of victory had gone.

McLaren's, however, was no foregone conclusion either, and little by little Patrese began to close in, sensing weakness. Gerhard was unhappy with his Cs left, Bs right tyre choice, and when he got momentarily boxed behind a backmarker on lap 51 and lost momentum, Riccardo's patience drew clos-



6/20

Nannini fought off Prost to pick up his first 1990 points.

er to its reward. Once by, the B-shod Williams pilot drew comfortably away, and interest centred on Prost's progress as he raced after Sandro Nannini's non-stop, B-shod Benetton B190. On this occasion the Frenchman couldn't muster enough speed to pass, and Sandro drove a beautiful race to grab fastest lap on the penultimate tour. By the flag they were literally in Berger's wheeltracks, but it was just too late.

And Alesi? Well, he got into another little fight with Piquet's Benetton on lap five, which sent the multi-coloured car skywards for worrying moments and lost the former champion six places. He looked a lot more like himself as he recovered them all, passing Alesi later to take a worthy fifth. Two new cars, six points. Benetton has come a long way since the B189's hesitant debut a year ago.

So, too, has Tyrrell. What the unusual new 019 lacks in power it almost makes up in grip and sheer front-end bite, and sixth first time out was a welcome addition to Jean's Phoenix second. Ken Tyrrell expected nothing more, being one of F1's more realistic practitioners, and he was right as usual. Dammit. Monaco? Jean beamed whenever you mentioned it!

All year there has been rivalry between Lola and Lotus as the two British manufacturers battle for Chrysler Lamborghini honours, and after its two appalling outings in Phoenix and Interlagos Lotus had finally learned how to screw its 102s together so they didn't fall apart,

1990 FORMULA ONE GRAND PRIX CHAMPIONSHIP RACE NO. THREE **SAN MARINO**



Donnelly's oil-smeared helmet shows the cost of tailing team-mate Warwick!

and enjoyed reliability as well as a modicum of speed.

Once Derek Warwick and Martin Donnelly had ironed out Friday oversteer the yellow cars looked reasonable, and while Derek was never lower than tenth, Martin fought back from a Tosa 360 on the first lap until he watched his team-mate's rear wing through an increasingly oil-smeared visor for the last 31 laps. The oil, it should be added, was BP's finest, courtesy of Derek's engine.

In the case of the ESP0 Larrousse Lolas it was transmission lubricant that leaked out, but after Suzuki had done enough to show that he can hold the impressive Bernard in a straight fight, both succumbed to clutch problems.

That left Alliot and Larini to mop up reasonable ninth and tenth slots for Guy Ligier, and for Paolo Barilla to uphold Minardi honour with a

strong recovery from a spin with Grouillard to 11th in the sole new M190. Team-mate Piero Martini had watched from the sidelines after a big qualifying shunt on Friday wrecked his M189 at Acque Minerali. The front end was torn off, but the little Italian was amazingly lucky to escape with only a cracked bone in his left ankle.

Imola saw upturned fortunes for both Monteverdi Onyx and Leyton House Racing, but only Lehto made it home, 12th, after a smooth run hampered by a cracked exhaust. Team-mate Gregor Foitek looked good as he grappled with oversteer, but his engine quit. Leyton House finally got a good set-up on its tricky CG901A, but Capelli was out at the start, and Gugelmin's day was junked by electrical problems. The weekend overall, however, was a long overdue tonic to the beleaguered team.

Dallara lost both cars, Pirro returning to F1 but spinning on lap three, De Cesaris dropping out when a wheel was fitted wrongly after a tyre stop, and Grouillard eventually lost the right rear wheel bearing, probably as a result of his brief clash with Barilla.

For Brabham Imola was a nightmare of rushed introduction for the neat new BT59, but Modena looked quite good until the brakes overheated and kept jamming on. David Brabham didn't make the cut first time round, but he was close enough, despite debilitating loss of learning time on Friday, to suggest he has a good F1 future.

Did Imola mean anything? I think it did. It wasn't just a race in which the good guy won, but also tangible evidence that McLaren is fallible, and Williams is right back in the ballpark.



Martini's qualifying shunt left the Minardi considerably more broken than its driver.

Alesi's new Tyrrell turns in like a dream, he turned in another stirring drive.



Photo: P. P. P. P. P.

1990 FORMULA ONE GRAND
PRIX CHAMPIONSHIP
RACE NO. THREE

SAN
MARINO

FROM THE COCKPIT

"I always look forward to coming to Imola very much. It is like a home for me. It is my home Grand Prix and I live quite close to the circuit at Padua, which is only 250 kilometres away.

"I started my driving career here at Imola and did Formula Italia and karting here. I also think it is one of the most complete circuits of all from a driver's point of view and I really enjoy it very much.

"This year, after all the testing we have done and the progress we made, I had high hopes of being very competitive and maybe of being on the front row. But that is never very easy.

"At Imola we experience all the problems in one race that we may meet in the season. If the car goes well here, it usually goes well everywhere.

"Everyone was waiting for official practice to start for a long time



Riccardo Patrese tells Timothy Collings his own story of the San Marino Grand Prix where he qualified third on the grid with a time of 1m 24.44s and then won the third victory of his 195-race career in front of an ecstatic Italian crowd.

because it was a real start after all the waiting... It would give us an answer to all the reports about all the teams during testing.

"I was very pleased, but the problem was the same as ever:

"Our car performed better all the time"

McLaren. They were still ahead of us in qualifying. I know we made a lot of progress, but they must have done too. Our car performed better all the time, but I knew the only way of improving my time in the end was with better track conditions.

"But of course they would be the same for both of us. Our car was certainly performing much better than in the first two Grands Prix. We made a big step forward, but so did they.

"Friday was quite a nice day for me. The car ran well. In the morning, I ran full tanks for the first hour and then I took away the fuel. I tried hard tyres and soft tyres and worked a lot on the brakes because we had had quite a lot of problems with them.

"In the end, I was pleased with the modifications we made. The car was working well and I felt confident. It went well in qualifying too with the new Goodyear qualifying tyres. Previously, it had not. So, for that, I was pleased too. A big improvement on the race tyres.



Ferrari — despite Mansell's best efforts — lost out to an Italian hero.

"I was pleased to be third quickest at the end of the day. I really felt I was quite close to the McLarens and had not expected, really, to be able to be quicker. The interesting thing was that there was quite a big gap behind me between third and fifth and sixth places.

"The Ferraris were a surprise. I expected them to be better in qualifying than they were. Of course, we knew they would be better in the race — but I did think they would be closer to us in qualifying too.

"I was lucky in the afternoon because I did not have any traffic problems or anything. I was not out on the circuit when Martini had his accident. I had done my laps on both sets of qualifying tyres.

"I didn't know what had happened, but the Acque Minerali is a difficult corner. Not an easy one. It is quite quick and there is a very precise line to take through it.

"It is also a corner where you have to put the power down early before the entry of the corner to get the best chance of the maximum speed you can achieve on the exit. If you don't get the right line, you can have problems.

"You can touch the kerb and then you will go off. In fact, it is not an easy corner at all. It is not one where you accelerate on the exit but one where you have to accelerate before the exit. There is no room for error there.

"If you make a mistake in that corner there is no time to react. It is so quick. And the suspension is always harder at Imola too. It is a smooth track with no bumps.

"Saturday was another good day for me. In the morning we prepared for the race. I felt confident. I felt we would be competitive. In the after-

noon, in final qualifying, on my second run, I tried very hard to really improve my time.

"I used the track a lot, worked hard for a super-quick time by using the kerbs and everything. I made two small mistakes and finished with 1:14.4. I think that is the limit. Even without the mistakes, I think a perfect lap would only give me 1:24.2.

"It would have been impossible to go faster. I felt happy though. I felt my work was appreciated by the Italian public here. I could sense it and that made me happy. There was much more warmth for me than some years ago. I think they know I have been around a long time now and I am competitive. But Ferrari is still more important than one driver for them.

"In the race, I did not make a fantastic start. I was fourth, but I was happy to save my car for the closing stages, for the last part. It was the right thing to do. With 20 laps to go, I started to push very hard and the car was absolutely perfect. I was able to catch and

overtake Gerhard Berger without any problems and then I was in the lead.

"Before that, I did drop back at one point because I got too close, but coming out of the Rivazza corner my car went a bit sideways and I got some dirt on my tyres, so for a couple of laps I had to clean my tyres.

"It was a race I really wanted"

"Then I got close to him again just out of the chicane before the pits, got his tow, and in the middle of the straight my car was performing well, with a fantastic top speed, and I was able to just go past him.

"The car performed perfectly — especially the brakes which had been my main concern.

"It is difficult to say how happy I felt. It is difficult to find the words. It was a race I really wanted, something I have waited for since 1983 when I lost this race at the Acque Minerali with four laps to go in the Brabham. Patrick Tambay won in the Ferrari.

"When I overtook Gerhard, my first thought was of 1983 because it was at the same place where I overtook Andrea that year — and straight after that I made a mistake at the Acque Minerali!

"So, this year, I thought I cannot make a mistake again... I was so concentrated, but it was all right. It was a really competitive race. The last lap was really hard, very hard. I was so afraid something might happen.

"It was a great win for the whole Williams-Renault team. We have done so much work and I feel happy, very, very, happy."

Fame at last!



Joy unbounded — victory after a seven-year wait.



1990 FORMULA ONE GRAND PRIX RACE No. THREE

IMOLA SAN MARINO

13 MAY 1990

Circuit length: 3.132 miles/5.040 km
Race distance: 61 laps (191.040 miles/307.440 km)



DRIVERS' WORLD CHAMPIONSHIP

Pos.	Driver	Total
1	Ayrton Senna	13
2	Alain Prost	12
	Gerhard Berger	12
4	Riccardo Patrese	9
5	Jean Alesi	9
6	Thierry Boutsen	6
	Nelson Piquet	6
8	Alessandro Nannini	4
9	Nigel Mansell	3
10	Stefano Modena	2
11	Satoru Nakajima	1



No Senna — no comment...

(LAT)

CONSTRUCTORS' WORLD CHAMPIONSHIP

Pos.	Team	Total
1	McLaren	25
2	Ferrari	15
	Williams	15
4	Benetton	10
5	Tyrrell	8
6	Brabham	2

OFFICIAL STARTING GRID

Ayrton Senna McLaren-Honda MP4/5	1.23.220	27			
Riccardo Patrese Williams-Renault FW13B	1.24.444	6	28	Gerhard Berger McLaren-Honda MP4/5	1.23.781
Nigel Mansell Ferrari 641	1.25.095	2	5	Thierry Boutsen Williams-Renault FW13B	1.25.039
Jean Alesi Tyrrell-Ford 019	1.25.230	4	1	Alain Prost Ferrari 641	1.25.179
Alessandro Nannini Benetton-Ford B190	1.25.042	19	20	Nelson Piquet Benetton-Ford B190	1.25.761
Martin Donnelly Lotus-Lamborghini 102	1.26.741	12	11	Derek Warwick Lotus-Lamborghini 102	1.26.682
Eric Bernard Larrousse-Lamborghini 90	1.26.838	29	15	Mauricio Gugelmin Leyton House-Judd C0901	1.26.836
Aguri Suzuki Larrousse-Lamborghini 90	1.27.068	30	8	Stefano Modena Brabham-Judd B759	1.27.008
Andrea De Cesaris Dallara-Ford BMS190	1.27.217	22	26	Philippe Alliot Ligier-Ford JS33B	1.27.214
Satoru Nakajima Tyrrell-Ford 019	1.27.532	3	16	Ivan Capelli Leyton House-Judd C0901	1.27.521
Emanuele Pirro Dallara-Ford BMS190	1.27.613	21	25	Nicola Larini Ligier-Ford JS33B	1.27.564
Gregor Foitek Onyx-Ford GRE-1	1.28.111	35	14	Olivier Grouillard Osella-Ford FA1ME90	1.28.009
J. J. Lehto Onyx-Ford GRE-1	1.28.625	36	33	Roberto Moreno EuroBrun-Judd ER190	1.28.603
			24	Paolo Barilla Minardi-Ford M190	1.28.667

RACE CLASSIFICATION

Pos.	Driver	No.	Nat.	Car	Laps	Time/Retirement
1	R. Patrese	6	Ita	Williams-Renault (G)	61	1:30.55.478
2	G. Berger	28	Aut	McLaren-Honda (G)	61	1:31.00.595
3	A. Nannini	19	Ita	Benetton-Ford (G)	61	1:31.01.718
4	A. Prost	1	Fra	Ferrari (G)	61	1:31.02.321
5	N. Piquet	20	Bra	Benetton-Ford (G)	61	1:31.48.590
6	J. Alesi	4	Fra	Tyrrell-Ford (P)	60	
7	D. Warwick	11	GB	Lotus-Lamborghini (G)	60	
8	M. Donnelly	12	GB	Lotus-Lamborghini (G)	60	
9	P. Alliot	26	Fra	Ligier-Ford (G)	60	
10	N. Larini	25	Ita	Ligier-Ford (G)	59	
11	P. Barilla	24	Ita	Minardi-Ford (P)	59	
12	J. Lehto	36	Fin	Onyx-Ford (G)	59	
13	E. Bernard	29	Fra	Larrousse-Lamborghini (G)	56	
R	O. Grouillard	14	Fra	Osella-Ford (P)	52	Wheel bearing
R	N. Mansell	2	GB	Ferrari (G)	38	Engine
R	G. Foitek	35	Sui	Onyx-Ford (G)	35	Engine
R	S. Modena	8	Ita	Brabham-Judd (P)	31	Brakes
R	A. De Cesaris	22	Ita	Dallara-Ford (P)	29	Loose wheel
R	M. Gugelmin	15	Bra	Leyton House-Judd (G)	24	Misfire
R	T. Boutsen	5	Bel	Williams-Renault (G)	17	Engine/gearbox
R	A. Suzuki	30	Jap	Larrousse-Lamborghini (G)	17	Clutch
R	A. Senna	27	Bra	McLaren-Honda (G)	3	Wheel rim
R	E. Pirro	21	Ita	Dallara-Ford (P)	2	Spin
R	R. Moreno	33	Bra	EuroBrun-Judd (P)	0	Throttle slides sticking
R	I. Capelli	16	Ita	Leyton House-Judd (G)	0	Acc/Nakajima
R	S. Nakajima	3	Jap	Tyrrell-Ford (P)	0	Acc/Capelli



Ferrari's field, Williams wins.

(LAT)

Fastest Lap: A. Nannini (19): Lap 60
1:27.156, 129.360 mph/208.178 km/h
(G) — Goodyear tyres; (P) — Pirelli tyres

FASTEST LAPS

6. 1.27.475	29. 1.29.731
28. 1.27.636	14. 1.32.011
19. 1.27.156	2. 1.27.626
1. 1.27.164	35. 1.31.964
20. 1.28.558	8. 1.31.661
4. 1.29.144	22. 1.32.125
11. 1.29.829	15. 1.32.547
12. 1.29.527	5. 1.28.840
26. 1.29.813	30. 1.31.136
25. 1.30.461	27. 1.30.615
24. 1.30.848	21. 1.34.266
36. 1.31.374	

- Patrese's third victory; first for Williams; first since South Africa 1983 (Brabham).
- Senna's 44th pole position — and sixth in a row at Imola (three each for Lotus and McLaren).
- Piquet the only driver to have finished in the points in all three races of the 1990 season.
- First finish in the points this season for Nannini and Patrese.
- Next round: Monaco, May 27th.

NON QUALIFIERS

No.	Name	Car	Time
10	A. Caffi	Arrows-Ford	1:28.699
9	M. Alboreto	Arrows-Ford	1:28.797
7	D. Brabham	Brabham-Judd	1:28.927

- P. Martini (Minardi-Ford) unable to race after cracking a bone in his left ankle in a violent accident when the throttle jammed during first qualifying practice.

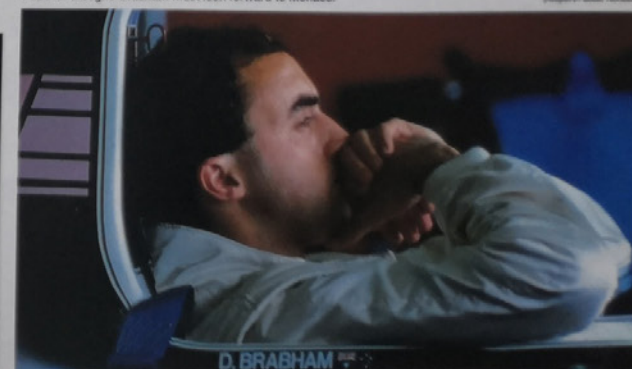
Food for thought: Brabham must look forward to Monaco.

(Alberto Pascual/Roadside)

PREQUALIFYING

No.	Name	Car	Time
29	E. Bernard	Larrousse-Lamborghini	1:26.475
30	A. Suzuki	Larrousse-Lamborghini	1:27.344
14	O. Grouillard	Osella-Ford	1:28.155
33	R. Moreno	EuroBrun-Judd	1:28.178
31	B. Gachot	Coloni-Subaru	1:33.554
34	C. Langes	EuroBrun-Judd	1:34.272
39	B. Giacomelli	Life	

- AGS tried to build three new cars in time but were caught short. Dalmis sidelined by wrist injury; Tarquini had broken fuel pipe on old car, new car engine failed before completing one lap.



D. BRABHAM

STRAIGHT LINES

THE DEREK WARWICK COLUMN

The next race is in Montreal and that brings back a whole stream of memories. Most of them to do with jumping, shouting and swearing!! My strongest memory has to be last year's wet race which I almost won. Do you remember that? To me it seems like yesterday - unfortunately. The circuit was a real minefield with puddles lying everywhere and that's when experience really comes into its own. Anyway we played it just about right and I took the lead as the conditions

took their toll. I realised straight away I was in the lead and all I could think of was that it was as easy as I always remembered it being. It reinforced what I've believed over the last few years: that with the car right winning is easy. It is the losing and keeping your morale up that is always difficult.

I remember thinking at the time "I'm going to win this race". When Ayrton went by me I wasn't too disturbed because I was still in control of the situation behind me where Pa-

trese and Boutsen were scrapping it out. Then the car stopped. I could not believe it! Even now I remember my feelings as I climbed out of the car. Do you know what I was doing as I stood beside the car looking at it in the pouring rain? I was thinking of ways to hurt the car. First of all I thought of taking a running jump right in the middle of the sidepod. Honestly I was so angry I came very close to doing that. The only thing that stopped me was the thought that, having just retired, I might be on television and I

didn't want to look like a loony in front of several million TV viewers so I walked away in total disgust.

And do you know what caused it? A problem with the small end, a really silly thing Cosworth have never had happen before. It was kind of soul-destroying, or as Alex Hawkridge at Toleman used to say "character-building". If I get much more character building like that my character's going to be the size of a building...

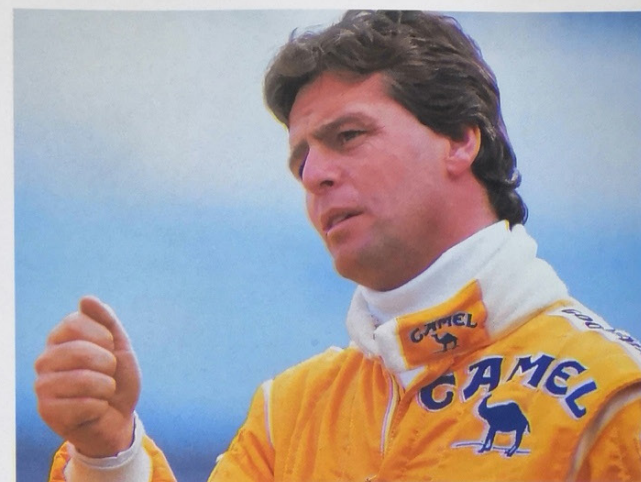
Even if the memories aren't particularly good Canada is a place almost everyone enjoys. The track is only used once a year so it is very slippery, much like a street circuit and gets quicker as the weekend goes on as the cars lay down rubber. Unfortunately, as far as I'm concerned, I've only got bad memories because I had a big off there, a couple of years ago I think it was, in front of the pits. It is actually very dangerous through that section. There is a little chicane

"Don't let anyone kid you about the glamour of all the foreign travel."

with the pit entrance on the left - right on the racing line when you get into the braking area for the corner. The cars go through there at quite a lick! If you get into trouble as I did on something dropped by Philippe Streiff, there is practically no run-off area. I went into the barrier backwards and was lucky to get away with a couple of hours in hospital.

Despite that it is the kind of track that suits me because I tend to like slow, difficult courses because you feel more of the overall 'package': what I mean by that is that Montreal is not a 'power wins every time' track where the engine or the aerodynamics are such a big factor. A greater degree of skill is involved in setting a good time so the talents of the driver are more important. I've always qualified well there but that has never been turned into results - even when I've put the world's best drivers behind me like I did last year! Still I enjoy going there and maybe this year will be different.

Canada is followed by Mexico. I really look forward to going there. Doesn't everybody? Have you heard that story about one of our Formula One group who isn't a particularly big fan of Mexican food? He fills his



Making a point in my usual diplomatic way...



...and Montreal '89, where I should have made lots of points and felt anything but diplomatic!

suitcase with canned food and a stove and cooks his dinner every night over the stove in the room of his five star hotel. If you ever hear of a hotel going up in flames around Grand Prix time you know the reason! Don't let anyone kid you about the glamour of all the foreign travel. Actually Mexico has a big plus for me. In the build-up to the mid-season weigh-in it is the one place where I manage to keep my appetite under control and therefore my weight.

What can I tell you about the track that you don't already know? The circuit is actually quite difficult but not much fun because there are a lot of

bumps and it is built on a 'moveable surface'. I like Mexico because of the corner before the start/finish line, the long 180-degree right-hander which the cars take flat in fifth, maybe sixth now. That is what cornering is all about - why racing drivers are racing drivers. I get such a thrill from driving on those kind of corners. Something Stefan Johansson said once is the best way of describing to you what I mean. He was talking about the 'old' Sao Paulo track when he raced on it in the late '70s, early '80s. That had the same kind of banked corner as Mexico's. He took it so fast in his Shadow that the G-forces turned his head to one



side so he was racing flat out at 150 mph plus having to look out of the corner of his eyes just to see the track in front of him! That gives you a buzz.

I've always finished well in Mexico, I was fifth in '88. It's not a Spa or a Monaco, not a circuit you can get your teeth into, the surface is very very slippery and with the altitude it is physically the most difficult to race on. The 'thin air' means the engines lose 20 per cent of their power and 20 per cent of the downforce, which makes the cars very skittish.

As far as this year goes I am feeling enthusiastic now that we've got a few more races under our belts and learnt a little bit more about the Camel Lotus. As you remember the season didn't start too well but we've put that down to... 'character building', my old friend again. Then we really got into our stride and back in April we tested at Silverstone and then, twice, at Imola. We didn't cover the distance we would have liked to but it all added up to experience with the car. That, of course, was followed by the Imola and Monaco races which are history now although I can't include them here because of our deadlines.

"To hang on in the top 10 these days is tough so I dread to think what next year will be like for everyone..."

Things are certainly getting more competitive in this sport and next year is already shaping up to be harder still. It is nice to see manufacturers spreading their resources. Formula One is a boring place to be for everyone unless there is strong competition. McLaren and Tyrrell will have the Honda, Ferrari and Minardi will have Ferrari engines (what a coup that is for the tiny Minardi team, but they deserve it). Then, if you want my opinion, either Larrousse or Ligier will join Williams with Renault power. Benetton has the Ford power and Nelson Piquet, (a sparring partner of mine from Formula 3 days) is driving well again. We've got Lamborghini power and the dark horse is the Ilmor engine Leyton House will have. I don't think you can afford to underestimate that combination because the Ilmor has won time and again in the States and Leyton House have that little spark of genius in their midst



Testing, testing... and trying to help Frank Dernie as we get to know the car

even though they aren't having a great time just now. And please don't forget my old team, Arrows, who will have an exclusive deal with Porsche for 1991.

To hang on in the top 10 these days is tough so I dread to think what next year will be like for everyone, but at least it means the sport is thriving. Then you have to add the Pirelli element to that. They seem to have got their act together with both race and qualifying tyres and that could make all the difference.

Because this is a personal column I always like to tell you about the things that matter to me on the track and away from it too... well away from my trackside view anyway. My brother Paul has had an up-and-down start to his Formula Three Championship challenge (he's getting some 'character building' too). I don't say this out of family duty but he has the talent to win and this year should be good for him. Unfortunately it hasn't started that way. Paul has had a couple of bangs with the latest member of the famous Fittipaldi clan to 'hit' the tracks and that cost him points. Then he wasn't that happy with the new Reynard either and has decided to switch to a Ralt and is feeling much more together, so the results should follow. Fourth at Thruxton was a start.

On the family side of things that six-week break after Brazil meant I

had a chance to spend some time at home before the season really got going. With another family of four we got the ferry across to France and cycled down the coast on our mountain bikes. We had an absolutely fantastic time and covered between 80 and 100 kilometres. It was great to get four days solid with the kids: Marie, who is 12 and eight year-old Kerry. I got a chance too, to see how their little characters are developing. We stayed in little guest houses and had croissants in a roadside cafe along the route. Funny how, with all the travelling I do, something like that can be such fun. That is what a family is about I suppose. We had a cheap top-grade time. The boss, my wife Rhonda, enjoyed it too. She's actually quite fit and doesn't mind doing without the make-up and all that when it is necessary. Don't tell her I said that. Anyway that's enough from me. I've still got a lot to talk about but I'll save it until another time. I'll also bring you more news from the grid, the top end of it if I get my way.

PS: I tend to rattle on about the things I want to talk about. If there is something different you would like my views on, write and let me know! PE



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Alessandro Nannini didn't have to take a step down when superstar Nelson Piquet arrived at the Benetton Ford team in 1990.

Last year, by "on track" results, Nannini was Benetton's number one driver, easily outpacing his team mates Johnny Herbert and Emanuele Pirro. So what happens when Piquet, with three world championships, 20 Grand Prix wins and 12 years of Formula One experience joins the team?

What happened was that Nannini stepped aside, but not down, because at Benetton you don't find strict rules about "number one" and "number two" drivers.

"I think during the last three or four years in Formula One there has not been a number one and number two driver," Nannini says. "The car is the same, Benetton has a good budget - they have money to field two good cars. It is not a problem."

Benetton team manager Gordon Message agrees. "We treat them both as equal number ones," he says. "We have tried to do that with all our drivers since we were able to. They get exactly the same treatment."

Piquet and Nannini have hit it off well. Both are known for their sense of humour. Piquet's wit wasn't very apparent during his two dismal years at Lotus, but Nannini and a new team environment should rekindle Piquet's motivation and humour.

Asked about his relationship with the Brazilian, Nannini says: "It's OK. He's a very funny person. I have known him for three or four years. He has good experience in Formula One, and he can help me and the team."

Asked about their relationship, Piquet says simply, "No problem." Has he been able to help and teach his new team mate? "I don't think he needs any help," Piquet says. "He's a good driver. He's been having problems so far this year, but he's a quick driver for sure."

While they are treated as equals, it's obvious that Piquet's experience will help lead the team to new strengths. Piquet may not talk about it, but the rest of the team, Nannini included, agree that Nelson's years of testing and devel-

Partnering Piquet: Nannini 1990

by
DAN KNUTSON

opment experience will be an invaluable aid to Nannini. "Sometimes Nannini struggles a little bit to set the car up," Message says. "I'm sure he will learn from Piquet." Designer Rory

Rules are rules - and Sandro ruled in Japan last year



Byrne says part of the problem is that Nannini doesn't speak English fluently. "Probably the most difficult thing (for Nannini) is communication," Byrne says. "He's not totally fluent in English, and his race engineer sometimes has to resort to Italian to actually clarify a point."

Nannini was born in Siena, Italy, on the 7th of July, 1959. Although he grew up in a country where Formula One is an intrinsic part of the daily life, Sandro never had an idol among the Grand Prix ranks.

"When I was young I raced motorcross and then rallying," Nannini says. "I didn't know the old (Formula One) drivers."

While his contemporaries were racing go karts and Formula Ford, Nannini was flinging rally cars (ranging from a Citroen Dyane to a Lancia Stratos) sideways around corners. He started single seater racing in the Fiat Abarth series in 1980 and won the Italian championship a year later.

In 1982 and 1983 he raced an unsuccessful competitive Minardi in Formula 2. Those days, however, produced the race which Nannini still calls the most memorable of his career.

In 1983 the Nurburgring hosted the fourth round of the Formula 2 championship. Not on the new, clinical Nurburgring, but around the old ring - 12.94 challenging miles. For the entire 9-lap race Beppe Gabbiani in an Onyx March and BMW duelled with Nannini in a Minardi BMW.

"I finished second," Nannini recalls. "That race I like very much. Gabbiani and I had a very good fight. I had a good engine, but not a lot of power. It was a very, very good race."

Nannini went on to drive for Minardi in Formula One in 1986 and 1987. Low budgets and poor reliability meant that he rarely finished a race. He joined Benetton in 1988.

Driving a car that could finish, never mind win, presented a new challenge to Nannini. "The problem was that I didn't finish a lot of races with Minardi," Nannini said back in his first year with Benetton. "Now I have a problem with the tactics of the race. I must study before the race. Before I just finished, it was not important where you are in 14th or 15th



Bad start: Phoenix and Brazil have both seen Sandro in trouble early on

position, but when you arrive in second, third or fourth position, you must drive very hard and learn tactics."

That was in 1988. Now that he is in his third year with Benetton, Nannini feels that he is driving as fast now as he did when he joined the team. Where can he still improve? Adjusting the car, is his reply.

As for tactics and competing in the top six, take a look at the 1989 championship table. Nannini scored a sixth, a fifth, two fourths, two thirds, a second and a first.

The victory, of course, was a result of the controversial clash between Ayrton Senna and Alain Prost in Japan. Senna still led the race after the accident, but then had to pit for a new nose cone. Senna came out of the pits in second place and began to chase down Nannini.

Now, nearly half a year after that extraordinary afternoon in Japan, Nannini recalls the final laps of the race. "I completely relaxed the last seven laps," he says, "because (Mansell's) Ferrari broke its engine.

Senna and Prost were one and a half minutes in front of me, Patrese 38 seconds behind me. So I was very slow in the last seven laps. When I realised that I was in first position and Senna was behind me, I checked in the mirrors. Senna was there, 10 metres behind me. I started to push again, but he was two seconds (a lap) faster than me. When I arrived in the corner

"I can understand Prost blocking. He was fighting for the championship."

(the same chicane where Senna and Prost had crashed) I saw him pass me. I couldn't close the door because for me it was OK to finish second. I can understand Prost blocking. He was fighting for the championship."

Although Senna was the first to take the chequered flag, he was disqualified for missing part of the chicane. The officials awarded the victory to Nannini. "I don't like to win like this," Nannini said shortly after winning his first Grand Prix, "but rules are rules."

The win in Japan increased Nannini's large following of fans in that country. Why is he so popular there?

"I don't know why," he says. "Maybe because I did two or three races in Group C there, and when I arrived in Japan for the Formula One the people already knew me. Also, the Japanese followed me when I raced for Minardi."

When he raced for Minardi?

In those days it seems that Nannini's Minardi and Satoru Nakajima's Lotus were often together on the race track. Following Nakajima's progress, the Japanese kept seeing Nannini!

Despite the unfortunate circumstances surrounding his first Grand



Off the wall: Sandro in Phoenix action



Off the road: Spain '89

Off the pace: Sandro tracks his team mate in Brazil



Prix win, Nannini says it made him more confident driver. It's a confidence which has increased with the new Benetton. Says Nannini, "I believe a lot in this car."

During the course of the year, both drivers will continue to test and develop the active suspension Benetton. Unlike McLaren which has a total of five drivers, Benetton's active car still needs more development.

"On some circuits it's faster and on some circuits it's slower (than the regular car)," says Sandro, who will also be working hard to improve his own physical condition. While his English isn't fluent, he has no trouble giving a graphic description of his troubles. "I had a big fire on the spinning disk," he says. "For one month I completely stopped training to relax my spine."

His hobbies are active ones: golf, squash, tennis, skiing, jogging and motor cross. He lives in his hometown of Siena and in Monaco. His personal road car: a Ford Scorpio.

"He is a very smooth and consistent race driver, and he never gives up."

Out of the cockpit, Nannini's easy smile, friendly manner and sense of humour have made him a favourite within the Benetton organisation and throughout the paddock.

As for the cockpit, one final comment from one of his "bosses" as they look forward to the balance of the 1990 season in the new Benetton.

"When Nannini first came to the team he hadn't run at the front," Byrne says, "so I think he picked things up pretty quickly. He fits in very well with the team, and he's very nice to work with. No real problem at all. He is a very smooth and consistent race driver, and he never gives up. He keeps a constant pace all the time. In the first two races, unfortunately, he's had his nose taken off in the race through no fault of his own. So I'm sure he's going to go well this year. It's early days yet."

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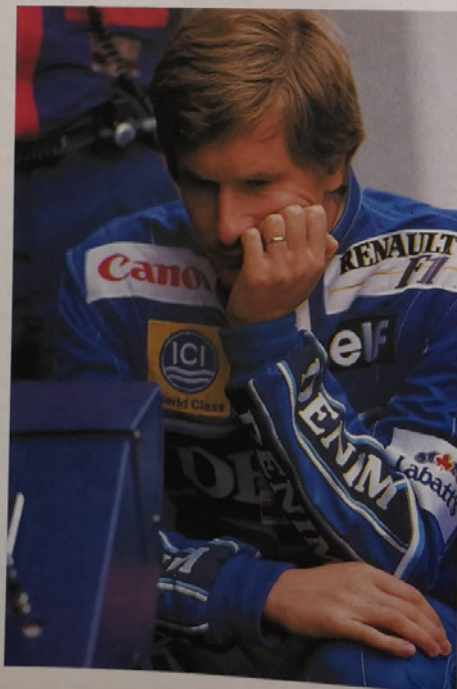
After seven years in Formula One Thierry Boutsen has no doubts about where he has got to in his motor racing career. "I'm still at the beginning of my career," he said simply. "I have learned a lot of things and have a lot of experiences, but I only started winning last year so I treat this as the beginning." The first victory came out of the blue a year ago this June in a rain drenched Canada. There was the remarkable 360 degree spin and then scrap to get past Patrese for second place and finally the victory. Boutsen surprised himself. "I really didn't know what position I was in," he said at the time.

Then there was the second win in Adelaide last November. The conditions were worse but there was no real drama for Boutsen. He took the lead on lap 13 and while the others were throwing themselves at the walls like flies Boutsen tip-toed through the puddles to the finishing line. "The first win didn't change much for me. It was the second that made the difference. When you have a good car you realise it's easy to win. Adelaide was the easiest race I have ever done. It gave me a lot of confidence in the team, the material that I have got - and myself too."

Seven years in Formula One and he lacked confidence? "If you finish in the top six but never win you don't know what to expect. But if you win one that's good. If you win one or two more you know what you are capable of and that's great motivation. That's why I say it is only the beginning - ten years to go." Boutsen smiled at the thought. "My ambition is always to win." Surely it wasn't as simple as that. "Yes. My ambition is to win - how, when, where doesn't matter." Winning has shifted the focus of his ambition. Instead of racing to win he now races to be World Champion - they are two completely different things. Boutsen seems to share Nigel Mansell's philosophy for 1990. Finishing second a couple of times may not be so rewarding as winning but it was a hell of a lot better to finish second six times than win once and break the car the other five. "Yes, I've always thought a bit like that. If my car can-

not win I pace myself to finish second or third, instead of trying to win and crashing the car with three laps to go... I would prefer second." The season has got off to a good start for the Belgian with a third place in Phoe-

Reflecting on possibilities...



(Dominique Leroy)

The Art of the Possible

by
BYRON YOUNG

nix and fifth in Brazil. Qualifying in the States wasn't such a success though but Boutsen was philosophical. "That's just a fact of life. I knew what the car could do and I hadn't done it. If I had done that ninth quickest time with a very good engine and a good set-up and I didn't know what to change to make it quicker then I would have been very frustrated. But I know that with a better engine and the right set-up I would have been very much quicker."

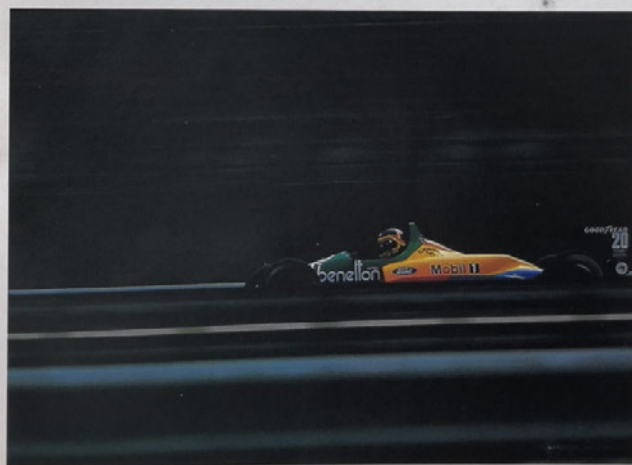
But it hasn't always been like that. "When I was at Arrows I was qualifying 24th and I didn't know at all what to do to make the car quicker. That is really frustrating." Signing for Arrows in 1983 signalled the start of Boutsen's Formula One career - historically anyway. "I had wanted to be a driver since I was three and became a technical engineer because I thought it would help me with my racing," said Boutsen. The interview was a snatched moment between functions at a Grand Prix and I had only scratched the surface of the man. I knew the facts, I had plenty of those but where was the man among it all?

Talking to Boutsen it is difficult to see where his emotions lie. Before our next appointed meeting I turned to his close friend, Belgian Formula One writer Pierre van Vliet. Perhaps Boutsen isn't passionate about anything? "Sure he is. Like his flying. It is more than a hobby for him. He started working as a mechanic at Brussels airport when he was 16 or 17 because he liked planes so much. Now he parks his Piper Cheyenne turbo prop in the same place he used to work. He is passionate about his racing too but he doesn't show it. That's his way, he is methodical...step by step. Frank's told him to be more aggressive..." I broached the subject with Boutsen: "I only get angry when it's necessary. You don't need to be angry all the time, it's not constructive - I try to control myself very well. In the car that attitude, that control, is very important. If you get angry or nervous in the car you will spin off or make a mistake. You will lose time. You need to be cool, keep your concentration, keep your aggressivity for driving only." His friends have noticed a change in the man brought about by

Grand Prix racing. "Formula One helped him progress as a social person. Thierry's always been under control," said van Vliet. Thierry's wife, Patricia, is a foundation of Boutsen's life. She is outgoing where he is introverted. They met around 17 years ago at a party in the early 70s. She accompanies him to every race and was the one who initiated the friendship with Senna which started when they met while holidaying in Mauritius. The pair go jogging whenever their transient lifestyles collide. Mostly that's when they are both at their Monte Carlo homes. The two men could hardly be more different. Senna's feeling of persecution when he faced the press in Adelaide last year and the tears in his eyes as he intimated that a crusade was to follow could never have come from Boutsen. His response to a question on the Senna-Balestre Affair was a calculated Belgian one. "It was pointless. I think it has affected Ayrton and nobody has won anything. In fact I think all that has happened is that the sport has ended up as a loser."

Boutsen's racing career began with a trip to a racing school, followed by a year of racing in a car he worked on himself. In 78 he had early success with 15 wins from 18 races and the title of Benelux FF1600 champion. He graduated to the European Formula Three series and was runner-up to Michele Alboreto. Then in 1981, he started from pole five times in a works March and won twice. In 1982 he moved to the Spirit Honda team alongside Stefan Johansson and won three races - the only Honda car to do so in

Benetton days: no barrier to Boutsen's quiet ambition



(Alamy)



Breakthrough: Canada '89

Spa, Senna and the old, real, Nurburgring. "Thierry made 51 points that season and Stefan made 11 and yet when they graduated to Formula One with the Spirit Honda project Johansson got the drive. The decision must have been political," said van Vliet.

"I won't think about a World Championship until I realise it is possible."

Boutsen turned to Group C racing and won at Monza. He tested for John MacDonald's RAM team before signing with Arrows in 1983. The relationship with Arrows lasted four years. After a fruitless first year 1984 passed with a clutch of points finishes. Then 1985 with BMW turbo power was sweeter. In the third round in Imola he finished second, then fourth in Germany and two good points finishes in the last three races. Boutsen out-qualified and out-raced his new team-mate that year, new-boy Austrian Gerhard Berger, 13 times in 16 races. Ten times Boutsen was in, or close, to points scoring positions and he out-did Berger there too. The Belgian had an offer from Peter Collins to drive for Benetton in '86. When he refused Collins signed Berger. The season turned to dust for Boutsen while Berger won the Mexican Grand Prix. "Thierry definitely stayed there a year too long," says van Vliet. "And that last year at Arrows wasn't easy. His car was very uncompetitive and he had to watch while Gerhard won in Mexico with his seat." Boutsen later agreed too that a fourth season was too much. "But I would have had to buy myself out of that contract and I had no money."

When Berger moved to Ferrari and the Benetton offer was repeated Boutsen didn't take a lot of persuading. In the next two years he finished in the top six 15 times, but never quite equalled that second place in '85 although he led the '87 Mexico race. Things began to turn sour at Benetton. Some put it down to the fact that Boutsen didn't agree with Rory



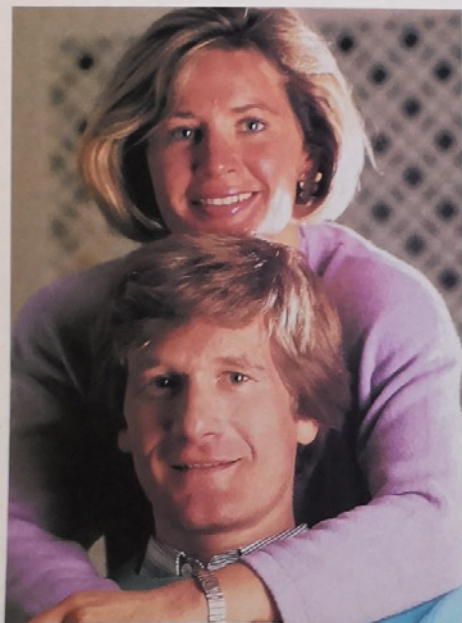
(Allsport/Amysaari)

Byrne's engineering style. Boutsen figured it was time to move. On reflection it seems that Alessandro Nannini got the racer's vote that year but Boutsen, as always, had got the results. Both Williams and Ferrari were talking to Boutsen at the end of 1988 but Mansell was the key. When he moved to Ferrari Boutsen was quick to settle the Williams deal - the original missed opportunity at Benetton in the back of his mind. Frank Williams and Boutsen talked at Monaco, more deeply in Montreal, signed at Ricard and announced at the British Grand Prix. It was unquestionably a step up again for Boutsen. He was a front runner from the start and finished in the points eight times, but more importantly won his first Grand Prix...and his second. Was the target now the World Championship? "Of course I want to be a World Champion. We all want to be World Champion but there is only one per year. It's not an absolute thing I want right now. I won't think about a World Championship until I realise it is possible."

Some of the bite of his challenge last year was removed by a massive testing shunt he had in Rio just before the start of the season at around 200kph. It was the same week, and at the same time, as Philippe Streiff had the accident that left him paralysed. The effect of Boutsen's accident was much the same as Piquet's sizeable off in testing for the 1987 San Marino Grand Prix. "I don't think he was the same for the rest of that year," said van Vliet. "He was really shocked by it. In Monte Carlo he was sleeping 12 hours a day." Luckily, in the car the adrenalin took over. Even today Piquet has not recovered from the effects of the massive decelerating. He, too, sleeps endlessly. Even now he manages an hour's sleep over lunch before each Grand Prix.

But there seems to be little that rattles the Belgian for long. His approach looks phlegmatic but it is his own, measured response to a high-pressure environment. Perhaps he is motivated by money? "Not at all. My motivation comes from wanting to win," says the man himself. Few believed Boutsen would ever win a Grand Prix and fewer believe he will win a World Championship. Boutsen is certainly not the favourite, he would be the first to admit it himself, but then neither was a certain James Buster Douglas when he stepped into the ring with Mike Tyson...

PE



Top: Canada again - but Arrows didn't quite take TB where he wanted to go

Left: If the foundation is right, the rest is easy: TB with Patricia

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At every Grand Prix held in Europe, set apart from the Formula One teams' multi-coloured motor-homes, stands a large bus, its hydraulic door forbiddingly closed. Those within, and their activities, are hidden from the paddock's prying eyes by tinted windows. These, allied with the austere grey livery, contribute to an air of secrecy and discretion, a sort of 10 ton "Do Not Disturb" sign parked in the middle of the hurly burly of a race weekend.

When the door does quietly hiss open, it is more often than not a small, dapper man that emerges. It does not matter whether this is Monza or Budapest, Imola or Spa. He will be dressed the same way: white shirt, buttoned down to his wrists, black trousers, black moccasins. He moves quickly through the throng, his collar-length straight hair bouncing along, his eyes, protected by dark glasses, staring straight ahead. To most people involved in Formula One this is the most they'll ever see of Bernie Ecclestone, a fleeting glimpse of a man in a hurry, aloof and unapproachable.

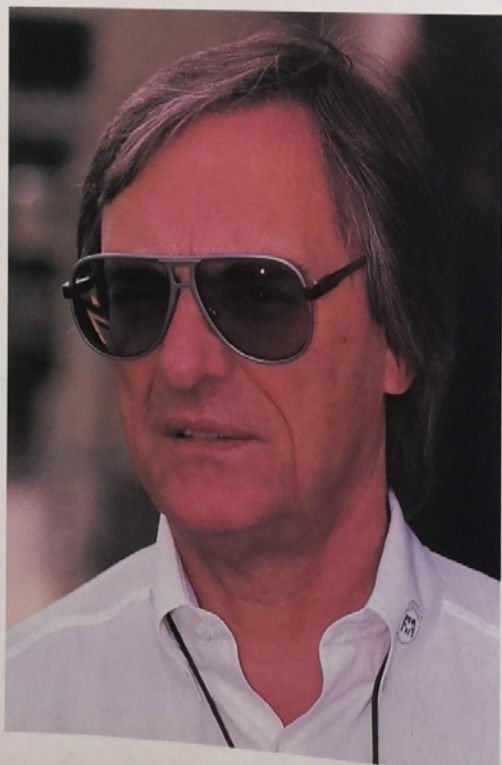
The head of the Formula One Constructors' Association (FOCA) is indeed a busy man: for the first two races of the season, in Phoenix and Sao Paulo, he masterminded the moving of 2,000 tonnes of freight, accompanied by 1,000 people and 60 race cars. But Ecclestone is really best known for his behind-the-scenes work which has contributed to the huge expansion of Formula One in the last ten years. And the less one knows about what his role has been in a number of "deals", the more the mystique, the reputation as the "eminence grise" of the sport grows.

So a secretive man, but one who can be disarmingly candid: "I've always been a wheeler-dealer. Can't resist an opportunity. I started off with bicycles, then motorbikes, cars and then into property." Said by many to be the most powerful man in Formula One, Ecclestone prefers to keep his past

The Quick and the Dead: Bernie Ecclestone's F1

by
NORMAN HOWELL

vague: "I was born in Suffolk. When? That I can't remember. I am over 21, that I know. I studied engineering at Poly, but I never really had a great in-



terest in cars." But he did start racing motorbikes at 14, going on to eventually setting up a Lotus Formula Two team with Graham Hill and Jochen Rindt.

Then he bought Brabham, which he relinquished for the FOCA presidency. "The idea was that I'd sell everything I owned, buy Brabham and go motor racing. For a while it was great, then people started asking me: would you mind doing this... or that. It's the do you mind that has got me where I am now." Ecclestone says he puts great value on trust and friendship, which is why people do come to him: "If you asked me to do something, and you were a friend of mine, I'd say yes, sure. And even if it was more work than I thought I'd still do it, because I promised. That is why people knock on my door."

By his own admission Ecclestone admits that he does not have much free time ("Hobbies, etc...? No, I don't have the time), but he refuses the tag of workaholic, though he owns up to working 16 hours a day. As could be expected he travels a huge amount: "But it's the waiting that's the drag. I get frustrated at airports, I don't like reading. So I organise meetings. But I do find planes relaxing. I can sleep anywhere, that is an advantage."

In a Formula One environment where gross indulgence is often the norm, Ecclestone professes to lead an ascetic existence. He admits to half a shandy a day, eats only when he has to, has no interest in fashion, rarely goes out in the evening, preferring to spend time with his two young children or watch television, mainly documentaries. "I'm not much of an escapist, you know." This no-frills approach extends to his working life: "Self-discipline is very important to me. I am a perfectionist. I think that sometimes this lets me down, and I do also have a temper. I get upset with stupid people and I will explode. But then I will apologise and after 5 minutes I'll have forgotten." So he doesn't hold a grudge? "Well... if somebody does something bad to me, I won't forget it."

The huge responsibilities that he burdens himself with - the recent 11th-hour reprieve of Brabham is just one example - do not seem to weigh on him: "I only worry when it is necessary. I certainly don't do so before it's necessary. I mean, there are only two things you can do: either do something about a problem, or forget it. Worrying won't help." Unlike some of the other British people involved in the sport he is not patriotic: "I think it is a failure of many British businessmen. They do not realise that countries have lost their identities. Business is international, and this sport is a business." Rather surprisingly he says that he would support the Greens, if he had the time: "People do not take enough care of themselves and of their own environment." He does not consider Formula One to be anti-environment: "As far as the noise is concerned, the people who come to the races want to listen to it, and aeroplanes make a lot more fumes than race cars."

"... there are no charismatic figures left in Formula One. Maybe it's the pressure of money..."

Ecclestone is married and he is already schooling his two girls in languages, something he feels is vital for young people to learn. He has a house in London, though he is careful to point out that he does not live in England, he just comes to stay sometimes. His endless globe-trotting has led him to believe that the Far East is a prime market for Formula One, not the United States, as had been thought till now. "We're too sophisticated for American audiences. Our racing is a sport, and it's fun. There's like all-in wrestling: how can you have someone in the lead, only to be stopped by someone with a flag?" He also says that the money side of American motor racing is overestimated, while Japan and new markets like Taiwan and Singapore are exciting growth areas. He does not feel that his foray into Eastern Europe has been very successful, and Hungary is as "far east as I want to go in Europe". The collapse of the Communist regimes will not change this view, as the coun-



Power games: with Ron Dennis (above) and (below) keeping an eye on what used to be his team, Brabham



tries remain cash poor. So, no Grand Prix in Leningrad.

Of his old rival, Jean-Marie Balestre, the head of the sport's governing body, he will only say that the Frenchman rather likes talking to the press. "But the field I operate in does not have to be discussed. If I have to sort something out, I certainly won't talk to the press about it."

His favourite drivers are from the past, though he says he is a fan of Senna and Mansell because they are fighters. He places Rindt at the top, followed by the Brazilian Carlos Pace and the Mexican Pedro Rodriguez. "All drivers who had to overcome

great odds, just like Graham Hill, who had very little talent but a huge will to win. But there are no charismatic figures left in Formula One. Maybe it's the pressure of money... maybe it's my fault too." "We miss Enzo Ferrari. Pity he is still not with us. He was sensible, good for the sport, looked after himself of course, but he was fair, any agreements I made with him, it always stuck. Never needed to write anything down. He was Mr Motor Racing." So, was Ecclestone lamenting that there was no room for romance in Formula One? "There is no room for failure. It's the quick and the dead."

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When snooker stars Hurricane Higgins and Dennis Taylor recently fell out, the emotional Higgins threatened that he might well have his sworn rival shot should he ever again set foot in the Emerald Isle. Even by Formula One's abusive standards, that was a bit over the top - yet the next time they appeared together in a televised tournament, they shook hands firmly under the arc lights before getting on with their business. It didn't mean anything, of course. The rules required them to do so.

But it put me in mind of the Ayrton Senna/Alain Prost feud which rumbles on, keeping everybody awake and irritated like distant thunder on a muggy summer night. I am haunted by the scene on the winner's rostrum at Sao Paulo last month where Prost, Senna and Berger stood like three sheepish little boys outside the headmaster's study, all steadfastly avoiding eye contact. I am increasingly inclined to believe that Formula One could take a leaf out of snooker's book in this respect. For the sake of public appearances, there should be a rule requiring all three occupants of the winner's rostrum to shake hands

Handshakes and Heartaches: Alan Henry's Formula One

in front of the cameras. OK, with Prost, Senna and Mansell clearly on course to share the tenancy of the rostrum for much of the season, it may often amount to the most blatant display of hypocrisy imaginable. But it would at

least help foster the illusion that Grand Prix racing still has some vestige of sporting spirit lurking deep within its commercial heart.

Don't get me wrong: I'm not suggesting for a moment that all the drivers should get together for a rugby club evening round the bar once the engines are switched off. It is the question of image that concerns me. I'm not talking of what we insiders think about the behaviour of the alleged superstars, but what impression our sport projects to the man in the street and, even more crucially, the sponsors who have been attracted into backing a sport which is widely touted as five-star, high quality international entertainment.

What disappoints me is the number of people I speak to, outside the motor racing sphere, who don't seem to have a good word to say about Senna, Prost or Mansell. As far as I can see, they are turned off by Senna's personality, do not find it particularly warm or sympathetic - and they tend to bracket Prost and Mansell together as moaners who don't know when they are well off. Taking a television length's view, it's not difficult to see why they reached such conclusions.

However, while the drivers' behaviour on the Interlagos winner's rostrum was faintly bewildering, they could always explain it away by saying that they had taken their cue from FISA President Jean-Marie Balestre.

I'm still not quite certain what to make of Jean-Marie Balestre's performance in Brazil which came across as a bizarre combination of vaudeville and black humour. If his performance in the Interlagos pit lane was anything to go by, I am greatly relieved that Jean-Marie Balestre did not pursue a career in the French diplomatic service. Had he done so, World War Three might have broken out long since. He began by loosing off a few well-timed volleys from afar, remaining in Paris during the run-up to the Brazilian Grand Prix whilst expressing very public concern about the economic problems in Brazil. At one point he even hinted that things were so serious that the race itself might even be in jeopardy; from Paris, it clearly seemed that Brazil's economic collapse, insurrection and possible civil war were only just around the corner.

Of course, to the average Brazilian in the street this was simply the latest in a line of Bloody Great Financial Crises with which he has grappled since Time Immemorial. What really made it uncomfortable was the unusual role reversal imposed on most members of the visiting Grand Prix community. Suddenly, here was that symbol of Formula One racing's virility - the mighty dollar - being regarded with the sort of contempt European banks usually reserve for South American currencies. Ever tried to change a fistful of Brazilian cruzeiros into sterling at your local high street bank? I bet you haven't! At my last attempt, the cashier made me feel like a second-class citizen who should have been arrested and charged with vagrancy simply for having the temerity to try...

Balestre concluded that the situation in Sao Paulo did not quite amount to the End of Civilization As We Know It. Despite being advised by his doctors not to embark on any long flight, he bravely took the decision to fly to Sao Paulo in order to be present at the first Brazilian Grand Prix to be held at Interlagos for ten years. Anyway, that's the way he explained it all to the press corps when he arrived in Rio. Jean-Marie is a disciple of the old school of public relations which takes the view that the only thing worse than being talked about is not being talked about - or having one's name spelt incorrectly.



Balestre (left) and Ecclestone: big guns in the paddock

In that respect he rather reminds me of BRM's Chairman Louis Stanley who was never out of the limelight during the early 1970's during the declining years of that famous British team. Stanley's critics - and he had many - once unkindly suggested that the reason he never attended the Argentine Grand Prix at Buenos Aires was concern over kidnapping - in as much as he might not be considered sufficiently important to be bundled into the back of a black limousine at gunpoint. Balestre clearly had no such reservations about flying to Sao Paulo. Surrounded by an ominous bunch of

"He may even annoy Bernie Ecclestone, who.. is too shrewd to express a view either way."

heavies, one of whom I'm reliably informed had some sort of do-it-yourself machine gun packed away in a fetching little leather attache case, he clearly felt he was in sufficient danger from the fans who considered him personally responsible for screwing their beloved Ayrton out of the 1989 World Championship. Balestre was out of luck. In some respects I take my hat off to him for daring to turn up. But most self-respecting revolutionaries were too engrossed with currency exchange problems to spare the time even to take a passing pot shot at the man. Even when he took the pro-

vocative decision to blow kisses at the crowd in the main grandstand opposite the pits.

There's no question about it; he's a one-off. He may drive many Formula One team chiefs round the bend. He may even annoy Bernie Ecclestone, but these days the FOCA President is too shrewd to express a view either way. He may have a heart condition, but he's got the constitution of an ox. However, just as certain forces within the Constructors' Association might like to get rid of Ecclestone, those who want to get rid of Balestre have for too long been fighting on the wrong front. Love him or loathe him, the only way to dislodge him will be to fight a FISA Presidential campaign and beat him in a straight fight. That will take time and persistence, two luxuries which are not available to many pretenders in the pit lane. Until then we're stuck with him.

Incidentally, I've often heard the Formula One press fraternity described as a bunch of third formers who were too dumb to get proper jobs, but when FISA Press attache Francesco Longanesi began taking photographs of the assembled multitude after we trooped in to be given a piece of Balestre's mind, I was put uncomfortably in mind of my school days when anybody found talking in assembly was given detention for a week. I must remember to ask Francesco what on earth that was all about. I suppose it could have been an unobtrusively efficient means of taking the class register. More likely, he just wanted to check how many of us were dozing quietly in the Sao Paulo sunshine...

Smile please, you're on candid camera - all around the world



There was a time, not so long ago, when a chap could shop around in the close season and pick up a drive good enough to win the next World Championship. Remember James Hunt?

It was Emerson Fittipaldi, Brazilian and former champion, who chose to leave McLaren at the end of 1975. Now another Brazilian and former champion has been contemplating vacating his seat in the British camp, but beyond that the circumstances and likely consequences are rather different.

This time the transfer talk was gathering momentum only two races into the season and the driver at the centre of it, Ayrton Senna, was considering not a new dream team but the oldest fantasy island of them all. Ferrari, of course.

The early revelation met with inevitably guarded and evasive comment, and at the time of writing the one safe prediction appeared to be that McLaren would not be waiting until the winter to finalise their driver line-up for 1991.

What chance Senna for Ferrari, though? And if he went, what about Alain Prost and Nigel Mansell, the present incumbents? And McLaren? Let us consider these questions.

Senna himself gave substance to the story when he turned up at Imola for testing and, calmly, deliberately, declared his interest in the prospect of signing for Maranello.

He said: "It is the time to start thinking about next year and there are many considerations. I think I will continue in Formula One and I have to make my decision about the teams I drive for very carefully."

"I believe I have improved at McLaren. I have enjoyed success here and the team is very strong. But when you have been in Formula One for a certain length of time you reach a point when it is natural to consider the possibility of driving for Ferrari, if the possibility is there."

"At this stage I don't know what I will decide. It is too early to know. What matters to me is the car and the possibility of winning. That is what I have to consider."

Would he be prepared to partner Prost or Mansell next year? He smiled, shuffled a little, and responded: "I only want the best car for me. A driver has to take his own course in Formula One. He has to do what is best for him. It's the same no matter who the other driver is."

He added: "People like to write about the polemics and people like to see it. This is not necessarily what the

Senna and the Scarlet Lady

by
DERICK ALLSOP

drivers like but we have to accept we do not always get what we like."

Another smile. Now it is entirely possible that Senna, as cute as any of them, had no intention of leaving McLaren at all. But his current contract expires at the end of the year and every bit of bargaining muscle helps. Let's be fair, we can all use the odd extra million, can't we?

This year's Scarlet Lady - but who will be number one in '91?



He might be cuter still. He might have sensed the opportunity to undermine Ferrari's challenge just when they were threatening to bridge the gap. The news was bound to unsettle Prost and Mansell. At the same time he might have sought to keep McLaren on their toes and complacency at a safe distance or it might be that the idea of driving for Ferrari genuinely appeals to him. He wouldn't be the first great driver to be seduced by the scarlet lady, he wouldn't be the last.

He's had three years with McLaren, three hugely successful years. He has one Championship, believes he was the moral winner last year and may well be champion this year. Perhaps he feels he has achieved all he can achieve with McLaren, and perhaps also the events of last season and last winter still leave a nasty taste. Ferrari could present the irresistible challenge, and if he doesn't intend staying around for many more years, this could be the time to take the plunge. The team is on the up, and wouldn't it be satisfying to lead them to the summit?

Senna had a predictable reception at the Autodromo Enzo e Dino Ferrari. The man still depicted as the enemy was loudly jeered and whistled at by the 'tifosi' who braved the rain and hail.

Again, the smile. "I also have some fans in Italy," he said. He knows as well as anyone that if he returns next year in a Ferrari, those fickle support-

ers will cheer his every move. Last year the cheers were for Mansell, this year for Prost.

So what does the Frenchman make of this Senna-for-Ferrari talk? More smiles. But would he work alongside Senna again? Still smiling, he replied firmly: "No. No way. If I carry on racing next year I have to have the motivation. There can be no motivation with Senna. I will not be in the same team as him."

Then what about Mansell? He, too, would rather move on than partner Senna. He agreed to share No. 1 status with Prost this season but does not intend to do so again. Indeed, he has a clause in his contract stipulating he will stay at Ferrari only as outright No. 1. Now it could be that Ferrari and Senna fully anticipated these reactions and that both are content. Ferrari must have worked out that they could have only one of the Big Three next year, so why not go for the one they haven't had, the one they may rate the biggest of them all? Senna, meanwhile, would have absolute No. 1 status, a privilege neither Prost nor Mansell has enjoyed.

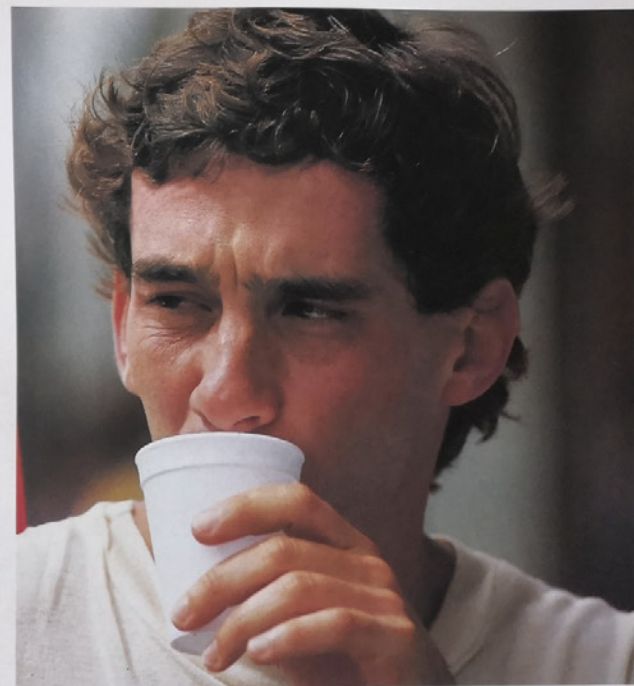
"Prost and Mansell were anxious to hear Cesare Fiorio's version..."

Where next, then, for Prost and Mansell? Williams, clearly, will be watching developments at Ferrari with great interest. They were in the hunt for Prost last year and have never lost contact with Mansell. Renault would no doubt support a move for Prost but the Didcot management may prefer to plump for their old boy.

Despite the acrimony of the recent past, Prost may consider going 'home' to McLaren. Ron Dennis, as we shall discover, does not rule out the possibility. Before that, however, Prost and Mansell were anxious to hear Cesare Fiorio's version of the Senna story.

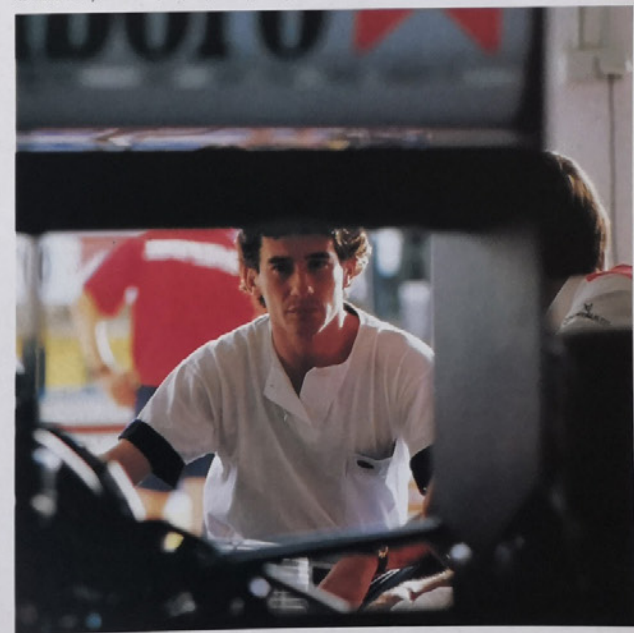
A weekend retreat in Sardinia gave the drivers the opportunity to confront their boss. Between the medical tests and training stints Fiorio also faced questions on the subject from the media.

It was a test of his nimble footwork. He danced this way and that, but always around the central issue. "Why should I want to make changes?" he asked. "I have two of the greatest drivers. I am very happy with our drivers."



Would Italian coffee suit the Brazilian?

No matter how you look at it, the prospect is appealing



It was a denial, of sorts. It certainly didn't convince the drivers.

If the enthusiasm of Prost and Mansell had been dented it was scarcely surprising. What's more, Ferrari had no guarantee that Senna would be joining them anyway. A classic case of Maranello hierarchy shooting themselves in the foot again? We shall see.

Back at Woking, Surrey, the Managing Director of McLaren International was declaring himself untroubled by the whole affair. He was wearing a wry smile. No, he wasn't surprised to hear Senna was 'considering' Ferrari.

"I'm very relaxed about it," he said. "This is a time for negotiating. But we are very close to the limit in terms of our offer."

Dennis has had to contend with a flow of key personnel to Ferrari and is undoubtedly concerned about Fiat's financial muscle. Recent 'peace' talks gave him the opportunity to express far more than his regret over a Press conference in Brazil.

Dennis is anxious, if not desperate, to keep Senna. "Obviously I want him to stay. He's the best ever and I don't think we've seen the best of him."

"You can't compare the drivers from another era with the top guys now. The sport has moved on so far and the top drivers have moved on so

far: Senna is 100 per cent all the time, in everything he does.

"Most drivers quit for negative reasons. They begin to fall below their best and down the grid. Ayrton won't. When he quits it will be a positive decision. He won't fall below his standards. He will simply decide he wants to do something else and that will be it. He'll stop racing. He's the sort of guy who will do well at whatever he puts his mind to."

"The healing process may take time. Next year may be different from this."

Dennis is aware that Ferrari can outbid him and offer an incomparable, romantic challenge. But he still has what he believes could prove the trump card. He said: "We will try to convince Ayrton we have the best car for next year and the best prospects for the Championship."

But if that doesn't work, what about Prost? It would not be easy to invite him back, but the door would certainly not be closed. Besides, someone from Marlboro would no doubt be on hand to hold it open.

Dennis said: "The healing process may take time. Next year may be different from this." The 1991 car Dennis is putting so much faith in is currently being created in a corner of McLaren's hi-tech factory, behind closed doors. All around, the 1990 business goes on to clinical order.

It is no real surprise to learn the castings are handled elsewhere. Such an arrangement may well be cost effective, but it also keeps a dirty job outside the factory. Dennis likes everything to be clean and tidy.

Out in the field McLaren team members are immaculately dressed. If a mechanic splashes oil on his trainers he returns for duty the following day with a new pair. Whenever possible, the garage floor is painted and polished. The code of conduct reflects the standards Dennis sets. Since 1984 McLaren have won four Constructors' Championships and five drivers' titles, and he sustains the team's will to stay out in front.

The task, he concedes, becomes ever more difficult. "About five-eighths of our workforce have known nothing but success. If a midfield team get second place they think it's Christmas. When we win there is no reaction."

To meet the challenges ahead Dennis plans to move McLaren's Formula One operation, together with the road car division, into still grander premises in three to four years. The new site will have a test track, primarily for the road cars.

That McLaren appear to be maintaining their hold into the nineties is testimony to the strength of Dennis' leadership. "There is always another challenge and the next challenge is the one I am interested in..."

PE



Prost and Fiorio in Phoenix: looking in different directions already?

Opposite: Senna, Monza '89: will next year see him in a scarlet car?



Alamy/Contrasto

It took three painful races before Paulo Barilla was finally able to start his Grand Prix career. The Italian driver made his Grand Prix debut in Japan last season with Minardi. Joining the team full-time this year, he drove in Phoenix and Brazil. But it was not until San Marino, the third Grand Prix of the 1990 season, that Barilla's Formula One future really began.

The problem was that the 1989 Minardi M189 chassis was built for a driver who was no taller than 175 cm. At 182 cm, Barilla didn't fit in the old car. To make it worse the top of the M189 cockpit curled inwards, so his shoulders were squeezed tightly in. So tight, in fact, that his arms went numb and he had to retire from the 1990 season opener in Phoenix.

He might have had similar problems in Japan last year when he made his Grand Prix debut. That race, however, ended on the first lap when the Minardi's clutch failed. In Brazil this season he retired after only half distance with a blown engine.

"I am happy because I know that this is my last race (with the M189)," Barilla had said in Brazil. "If I had to race all year in this car it would be a big problem!"

Besides having a car that he could fit comfortably in, the Italian driver had another reason to call the San Marino Grand Prix "the real start to

my season". In the first two races of 1990 Pierluigi Martini was testing parts for the new Minardi while Barilla was driving the regular car. From San Marino on, however, both Minardi team mates had equal equipment. And for Barilla that meant that

he now had a base on which to gauge his potential and ability in a Formula One car.

Barilla's path to Formula One began at age 14 in go-karts. Born in 1961, (his family owns a large pasta-making firm in Italy), he raced go-karts from 1975 to 1979. Although he didn't drive frequently, he still managed to win the Italian kart championship.

He wanted to race open wheel cars, and moved up to the Italian Formula Fiat series in 1980 where he competed against the likes of Martini and Emanuele Pirro. The next season he raced in Formula 3, where he proved to himself and to others that he had the talent to drive race cars for a living.

"I realised that motor racing could be a good profession for me", Barilla recalls. "I could see that with good machinery I could have good results."

"From there I went to Formula 2 with Minardi," Barilla continues. "Nannini was my team mate. The year was not so good because the car was not very competitive."

In 1982 he failed to find a better Formula 2 ride. So he decided the best way to further his professional racing career was to step into the Group C prototype arena. It's a move Barilla has never regretted.

"Group C was a very good period for me," he says. "I did four years for Lancia, Porsche and Toyota. I could

have been very happy to keep going in Group C. I started very young, which is unusual in Group C, so I have driven in a lot of races."

Three wins highlight Barilla's prototype career. He co-drove the Joest Porsche with Klaus Ludwig and John Winter to win the 1985 Le Mans 24 Hours. He also drove solo in a Joest Porsche to win a German Super Cup race at the Nurburgring that year. And in 1986 he and Bob Wollek won the Miami IMSA race in the Bayside Racing Porsche.

Having failed to finish at Le Mans twice before, Barilla admits that his 1985 win there came as a bit of a surprise.

"It's a very difficult race," he says, "because so many things can happen - problems with the car or driver mistakes. Before the start you never think 'I have a good chance', because the race is so long that when it is 7 o'clock in the morning you look back and say 'I did many hours' and then realise you still have many hours to go."

He said 'I know you, and you know you can help me - we will work together'

"In '85 we did the 24 hours without taking the bodywork off the engine! It was a perfect race because the car was 100 percent perfect and the drivers never made even a small mistake. At Le Mans it is very difficult to have such a race."

Barilla proved that the next year at Le Mans, a race which he rates as one of his best. "In '86 I went there to win," he says, "because I knew we had the car to win. We were fighting with the Rothmans Porsche until 2 o'clock in the morning. We were first or second all the time until the engine blew up. But that was maybe my best performance because I was really there to win. I knew I could win and the car was in a position to win."

Winning the Super Cup sprint race in 1985 further boosted Barilla's confidence and image.

"I had raced many long distance races, but always with another driver," Barilla says. "I am very grateful because Joest gave me the opportunity to do the sprint race rather than getting another more experienced



Former karting friends, now Formula One team mates: Barilla (above) and Pierluigi Martini



Fitting in nicely now - but pre-season tests were uncomfortable



driver." Barilla realised that a sprint race was a chance to show his talents: No co-driver, no pit-stops, no strategy - just a flat-out race.

"From the moment Joest told me I would do the sprint race I said to myself 'I must win'," Barilla recalls. And, after battling Marc Surer's Porsche, he did.

Barilla drove a Porsche in the 1986 IMSA series, and Bob Wollek and he won the three hour Miami street race that year. "Wollek won the race," Barilla says, "because he was excellent in the first hour and kept going the second one. So I just had to drive safely to the end of the race. But the race after, in West Palm Beach, I got the car when we were second and drove into the lead. Then we broke down."

Barilla could have continued his career in prototype racing, "but my dreams were still to race Formula cars."

From 1987 through 1989 Barilla competed in Group C, Formula 3000 and Group A touring cars in Japan and Europe. Last year he drove in 24 races in Japan. A week after winning the national Group C race at Fuji in a Toyota, he made his Formula One debut in the Japanese Grand Prix.

Martini had injured his ribs in Portugal, so the team called in Barilla, who had done some testing with

the Minardi Subaru. Squeezed tightly into the cockpit, Barilla managed to qualify 19th. Unfortunately his race ended on lap one.

From that day on Barilla's name was on Minardi's short list of possible drivers for 1990. He got the seat. Did he have to bring sponsorship with him?

"I had an agreement with Minardi to work in that area," Barilla says, "but he didn't pick any target. He said

"He understands that a good relationship with the other driver improves the team."

"I know you, and you know you can help me - we will work together". And it's what we are doing right now."

Paulo has driven three different types of Group C cars plus the Minardi Formula One car. How do they compare to each other?

"The Lancia in '83 was a difficult car," Barilla recalls. "It was very heavy and jumped and rolled about."

"Then I drove the Porsche. Porsche for me will be the best car ever because the performance and balance of the car were always good. You could feel that a lot of technology and engineering went into the car. After six hours or 24 hours the car was like new."

"Toyota developed a very good chassis. It is almost like a Formula One car - very, very stiff, very low to the ground and with a very quick response from the steering wheel."

"Although the Toyota was close to Formula One settings, I was really impressed when I drove the Minardi. Not because of the speed of the car, which is quite high, but because of the stiffness of the car. You run almost completely solid suspension. When you have a bumpy circuit you have quite a big problem, even on the straights the car is moving all about. You get very tired."

Off track, Barilla's road car - an Opel Omega 3000 - gives him a softer ride. How does he stay in good physical shape for driving a Formula One car?

"Thinking back to Phoenix you should ask what I don't do!" Barilla jokes. He likes sports, and uses them to stay fit. He skis (downhill and cross country), puts in many miles of bicycling and running each week, and goes to the gym. He has also started a special series of exercises to strengthen his neck muscles.

On and off the track, Barilla has an excellent working relationship with his Italian team mate Pierluigi Martini. The two have been friends since they raced together in their karting days.

"He likes a very fair situation with the other driver," Barilla says. "He understands that a good relationship with the other driver improves the team."

Now that he can fit in to the team and get his Formula One career underway, what are Barilla's goals for this season?

"My first goal is to get used to the team and have a good relationship with them," Barilla says. "Right now we are going in the right direction. And I want to be more and more competitive - to improve all the time."

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G ianni Agnelli, so the story goes, was not amused. How, he wondered, had a car entered by one of Fiat's oldest dealerships managed to comprehensively out-pace his two Ferraris, the works entries backed by the might of Fiat, in qualifying for the United States Grand Prix? His telephone call to Phoenix is said to have left more than a few rueful faces surrounding Ferrari team manager Cesare Fiorio as the team of the prancing horse digested the implications.

Down the road at Minardi, however, it was a different scene. For the Faenza-based Scuderia, Pierluigi Martini's front row spot on the grid was final proof that they were no longer just another Italian team making up the numbers. The promise of 1989 had been fulfilled. That was in March of this year. Within a month, Minardi had sprung another major shock when team manager Jaime Manca Graziadei announced the team had a big new engine deal for 1991... with Ferrari. In modern times, the Maranello team had never supplied any of its rivals with any Ferrari Formula One machinery. This was a coup for Minardi and for Graziadei. It was no wonder neither he nor Giancarlo Minardi himself could disguise their delight.

"The talks went on for about two

Nice Guys do Win - and Minardi will

by
TIM COLLINGS

months," said Minardi, the man who founded the team in 1972. "We always had a good relationship with Ferrari. We have often been testing at Fiorano and Ferrari have always been very attentive to us and very helpful. "We wanted to be involved with them and we needed to have a big company supplying us with an engine... Ferrari

is not the Ferrari it once was. I think what they are looking for is to have two teams with their engines instead of just one. It offsets the costs of development and you get a better return for your investment. As part of the Fiat group, it is not in Ferrari's interest to be beaten. That is not intelligent.

"All the major engine manufacturers are looking to do the same thing. Look at Honda. They will be supplying Tyrrell next year. Lamborghini has Larrousse and Lotus. Renault is looking at other teams and Ford is likely to supply two others."

Minardi have a good car. Their performance in 1989 proved that, particularly with Pirelli's outstanding qualifying tyres. In Martini, one of the most rapidly-improving drivers of all, they had an Italian recognised as a fast-rising talent. What they lacked, and most clearly needed, was an engine. The Ferrari move, in retrospect, was obvious. What they will do in 1991 with the V-12 power on board remains to be seen.

"Everyone in Formula One is trying to win and hopefully this is the way for us to get there," said Minardi. "We are all very happy with the deal. The only thing now is that we are aware of the fact that we are already overworked. It's going to be pretty difficult, but we know where we are

heading. It is a complete change of trend for Ferrari and we will have people everywhere trying to find out what has happened..." The team expect to have received an engine to study and to have a new car penned by this month (June). They will not, of course, be receiving the revolutionary semi-automatic gearbox introduced to Ferrari by John Barnard, but that is unlikely to prevent them making further astonishing progress towards the upper echelons of Grand Prix racing.

Since they first entered Formula One in 1985, progress and success have nearly always gone hand in hand for Minardi, but it is really only in the last two years any great leaps forward have taken place. Coincidentally, it was two years ago that the urbane and articulate Graziadei joined... "The team has changed a lot since I have been with them," he admitted. "It has really improved and developed a hell of a lot. When I came there were 34 people working for Minardi. Now there are 65 or more plus the 12 who work for ATR. That is the small fac-

"... we really want to finish on the podium at least once this season."

tory that works all the carbon for us and it is about 150 miles away from Faenza, near Ancona. It is owned and run by the two Pirantotsi brothers. Ninety-five per cent of their work is for us."

Relaxed and humorous, Graziadei is as comfortable speaking English as Italian thanks to a chequered upbringing and career which has included schooling in Scotland, a spell working as a television interviewer for media mogul and AC Milan owner Silvio Berlusconi's Canale 5, the management of such drivers as Elio de Angelis and Eddie Cheever and previous work with Osella in Formula One. He joined Minardi almost by chance, but the relationship worked perfectly from the start and he has been more than instrumental in the success of Pierluigi Martini and Paulo Barilla, the team's development and the Ferrari deal.

"I left Osella because my wife didn't want me to go around the world all the time," he said. "So, then I left my wife - obviously - and I got back to motor racing. One day it happened when I went to interview Giancarlo



Putting Minardi on the map: Nannini, Monaco '86

Minardi for Canale 5 and I asked him about Scuderia Italia which was not running at that time. I'd known Minardi since Elio had raced for him in Formula Two. The next weekend, I saw him in Spain and he said instead of thinking about Scuderia Italia why don't you come and work for me and Minardi? I said yes, that would be fine, and that was it. I suppose I had been hoping someone would ask me because TV work was just an excuse to be near motor racing."

Graziadei's enthusiasm for rac-

ing has now become entwined with his feeling for Minardi who may remain in the shadows of Ferrari, but have progressively taken more and more of the limelight for themselves. And, if this Scottish-educated manager has anything to do with it, Minardi will soon be capable of causing their first major eclipse by taking a race victory or at least a podium finish. "Success for us will be the top five in the championship although I don't think that is possible just yet. To finish in the first eight would be enough."

Fleeting success: Sala, Minardi, Phoenix '89



F1

IN THE MARKET PLACE

DRIVING THE MESSAGE HOME: LABATT'S

By Byron Young

Labatt's has begun the new decade with a massive sponsorship programme unequalled in the company's 143-year history. And this year's commitment, reckoned to be around \$6 million, is accompanied by an aggressive marketing campaign which is not only making inroads into their rivals' market share but also the traditional thinking upon which it is based.

Where others have avoided associations which combine drinking with driving Canada's biggest brewer has focused on the problem with a 'Please Don't Drink and Drive' campaign and combined it with a multi-million dollar motor racing sponsorship programme that coincides with the company's international expansion across the Atlantic.

As well as taking up a sizeable slice of the side of the Williams Grand Prix cars for the next two years Labatt's is continuing to support a two-car team in the televised British Touring Car Championship and funding Jackie Stewart's bid to win the Formula 3000 series with Lolas driven by John Jones and Andrea Chiesa.

Current British marketing wisdom says that such sponsorship steps into the minefield associated with drinking and driving. Like most other brewers in England Grand Metropolitan apply this perceived wisdom to the brands they produce and distribute - including Holstein, Budweiser, Ruddles and Carlsberg. "It's a company policy," says Wil Riley, of Grand Met. "There are obvious connotations to do with drink-driving. In the same way we don't sponsor anything to do with children."

Labatt's has used exactly the same reasoning for getting involved in motor racing sponsorship: to promote safe driving. Its saloon and Formula 3000 cars all bear the legend 'Please Don't Drink and Drive.'

"We are not discouraging people from drinking, but we are asking that if they do drink, they do not drive... we don't view this as inconsistent

with the sale of alcoholic products," says Labatt's Corporate Vice-president (marketing) Tom Errath who is based at the company's Toronto HQ.

On the brewery's new battle ground in the UK the BBC see the value of such a campaign. "At the moment there are not the same restrictions on alcohol sponsorship as there are on tobacco sponsorship. The Labatt's slogan is quite a novel way of putting over a worthwhile message while getting the company exposure", says BBC contracts manager, Roger Moody.

If it proves as successful as it did in North America where Labatt's 'Blue' has 20 percent of the market, double its nearest rival - British companies may be forced to rethink.

Like the tobacco companies before them the brewers are finding out that Formula 1 is not only an excellent promotional vehicle for pure international exposure, it also has the right associations.

And they are not the only ones to see the advantages. Foster's sponsor the Australian Grand Prix and now, for the first time, the British Grand Prix as well. Kaliber sponsor saloon cars and Paul Warwick's Formula 3 challenge. Molson - Labatt's biggest domestic rival - sponsor the Formula 1 race in Canada.



It was Labatt's name that was on the Canadian Grand Prix for ten years until 1986, and they also backed the late Gilles Villeneuve. The man who did the deal with Gilles was Mike Hirst and he is still very much involved with their racing programme, being the Vice-President (Marketing) for Labatt's in Europe and based at their UK offices in Esher. "We spotted him when he was in Formula Atlantic in Canada, where he beat some of the established F1 drivers in 1977. With help from Labatt's he made his Grand Prix debut at Silverstone in that year. He continued to carry Labatt's on his helmet throughout his five glorious years with the Ferrari team," said Hirst.

In the 143 years since it was founded by John K. Labatt the Toronto-based company has grown to an annual turnover which now exceeds \$5 billion Canadian. It was exclusively a brewer for the first 100 years but diversified in the 40's into other beverage and food businesses in Canada and the USA and now employs 14,000 staff.

More recently the focus on expansion has switched to Europe: and more specifically Italy and England. Labatt's has a partnership with Moretti and has acquired Bologna-based Prinz Brau Spa. Labatt's UK division emerged in 1987 and, linked with 11 regional breweries, has established itself as Britain's biggest-selling Canadian lager. "The links in the UK and Italy give us a quite natural tie into international promotional vehicles like motor racing," says Errath.

In racing terms backing Williams was hardly an audacious gamble. With four manufacturers' titles in the last decade they alone stand beside McLaren in terms of success in recent years. And it was Williams' winning ways which sealed the deal when they won last year's Canadian race on Labatt's doorstep mid-way through sponsorship negotiations.

What about other Formula 1 sponsorships? "We would not rule out any

possibilities but we would not get involved in sponsorship of more than one team. For the next short while it would be in our interests to ensure we can manage one team," Errath added.

"We will be doing trade promotions, hospitality and consumer promotions, as well as sale of product and using it as a company by making tickets available to all employees. Some of our operating companies will run incentive programmes permitting employees who win to attend the races. Therefore it will be viewed as a major activity by our company employees.

"As far as the sponsorship is concerned it is early days but the initial response is very favourable. We will have hospitality at 11 or 12 of the races with the marketing of T-shirts etc. in Europe rather than Australia or Japan."

The new programme seems to dovetail with Labatt's other sponsorships. "We have extensive promotional associations in other sports whether it be football, baseball, hockey, and we are also into music promotions in a significant way. We sponsor a variety of tours, the most recent of which was the Rolling Stones tour across Canada and we are also involved in the David Bowie tour."

"The Formula 1 programme will be one of our top marketing programmes for the calendar year 1990 and on top of our sponsorship costs the promotional costs will be around a traditional ratio of 2:1 with our sponsorship."

As a long-standing sponsor in Indy racing Errath's view on its rival Formula 1 should bring a smile to Bernie Ecclestone's face: "We have sponsored Indy cars in the past but what we were seeking was something that would go far beyond the boundaries of North America and be truly international - and in that respect Formula 1 is by far the superior vehicle."

The small fortune Labatt's has invested in F3000 is already beginning to look like money well spent.

Equally the F1 involvement has already paid off, the two Williams-Renaults showing in the early races they are vying with Ferrari to knock McLaren off Grand Prix podiums around the world.

"The reason for all this high profile activity is because we find it is a magnificent way to reach lager drinkers," says Errath. "Motor racing is one of the most exciting sports in the world - it absolutely is."

PE



Technical Director Frank Dernie has decided to play safe with the chassis of the 1990 Lotus. With other vital components completely new to the team - Lamborghini V12 engine and a transverse gearbox - Lotus has designed the 102 chassis as an evolution of last year's Judd-powered car. The monocoque of the new car is only slightly different from last year, and the aerodynamics are also very similar to the 101. Despite the fact that the Lamborghini V12 is longer than last season's Judd V8, Dernie and his team have actually managed to make the body of the 102 smaller and sleeker: the Lamborghini engine is also narrower than the Judd, and it nestles neatly beneath the bodywork. The 102 is only 5 cm longer than the 101. While the size of the Lamborghini engine has not been a big problem, the weight and fuel requirements have: every component of the Lotus 102 has been made as light as possible, and the team has even made a new, special light-weight helmet for Derek Warwick in order to save half a kilo. The brand new 6 speed transverse gearbox has Lamborghini internals in a casting made by the team.

AERODYNAMICS

1) Sideplate at front wing lengthened. To give better flow from the underside of the front wing, reduce turbulence from the tyres.

2) Upper and lower edges of air-

Drawing Board: Lotus 102

by
PETER NYGAARD
and BENT SORENSEN

intake angled back. To obtain cleaner flow around the vertical edges at the sidepods.

3) In the sidepod to the left, there are two radiators. The upper is for water and the lower is for engine oil. In the right sidepod there is a single big watercooler (not shown in this drawing).

4) This panel is removable. When the engine needs extra cooling (for instance in hot Brazil or in slow-track Monaco) the plate is removed or re-

placed with another panel which has a built-in hole for air exit. In this way, some of the airflow from the radiators, exits to the side rather than to the end of the sidepod. This lowers the interior drag; therefore more air actually flows through the radiators, giving better cooling. The disadvantage of an air-outlet to the side is that the turbulent airflow may affect the efficiency of the rear wing.

5) The exhaust pipes dump out underneath the rear end floor, which sweeps upwards to generate additional downforce. Most of the downforce at the rear end is made by the classic rear-wing-section.

6) In modern trend, the air-intake for the engine is above the driver's head to obtain higher thrust.

7) The engine cover has a sharp trailing edge, to give lower drag and smoother flow for the rear wing section. This is actually an important detail, as most of the drag is induced at the rear end rather than at the front.

DESIGN OF MONOCOQUE

1) The T102 monocoque is made of high stiffness carbonfibre-epoxy composites, in order to obtain high torsion stiffness at low weight. The other surface of the monocoque has been aerodynamically shaped. This is in order to save weight, avoiding additional bodywork. However, the monocoque design has to be a compromise between good aerodynamics and maximum torsion stiffness. This design technique (curved surfaces) was brought to Lotus by designer Frank Dernie (former Williams employee). Previously, Gerald Ducarouge used flat plates for the monocoque, and additional bodywork. Also, the shell has rounded edges (1), which lowers stress-concentrations.

2) Like last year's 101, this year's 102 monocoque has been designed to have the dampers longitudinally under the driver's feet. The new car, however, has a new delta-shaped layout at the front end.

3) In order to give the monocoque extra rigidity and strength, there are interior frames, one over the driver's knee (3) and a lower frame at the mounting points for the lower wishbone (4). Also (not shown), the front end has thick sandwich walls. To add extra stiffness to the front at the lowest possible weight.

5) For aerodynamical reasons (giving better room for the exterior airflow between the front tyres) the front of the monocoque is very narrow. This calls for an extension bubble to the right side of the cockpit, giving room for the driver's gear arm and

gear selector. This bubble, however, weakens the monocoque.

6) In the modern fashion, the fuel tank is extended to the sides to have a lower centre of gravity and reduce rolling in the corners.

7) Also following the current trend, the air-intake for the engine is integrated into the roll-over bar behind the driver's head. There are two roll-over bars; the other is integrated into the interior frame (8).

FRONT SUSPENSION

1) The airscop (for cooling the light weight carbon-carbon radial vented brake disc and the wheel bearing) is of woven carbonfibre-epoxy composites for weight saving reasons. The duct is built on a smooth panel (2) which serves as air-deflector, smoothing the airflow at the inside of the tyre.

3) The pullrod is connected to the top of the upright and, at the bottom of the monocoque, to a link

(4) which pushes the Bilstein damper

(5). The dampers, which are adjustable by the driver, are mounted

longitudinally. This layout, which is almost identical to last year's 101, reduces heeling in curves, due to a low center of gravity. The disc-type springs are hidden inside.

6) The torsion anti-roll bar is rather long and thin. This year it is running through the monocoque.

(7) The upper wishbone is now fitted onto a machined bulkhead (7). This beam gives extra stability.

ENGINE AND GEARBOX

1) Bosch electronic engine management, which controls and adjusts the fuel injection and ignition.

2) Individual ignition box for each spark plug in the V12 Lamborghini engine.

3) Lambda probe, which optimises combustion by measuring oxygen concentration in the exhaust gases. The results are fed back to the electronics (1).

4) In common trend, there is a central interior airbob, leading fresh air to the engine's air intake trumpets.

5) The watercooler (at the right side of the car) is angled differently from last year's 101. The new installation makes it possible to have air exit to the side of the pod.

6) The oil tank for the engine is rather tall, due to early season modifications.

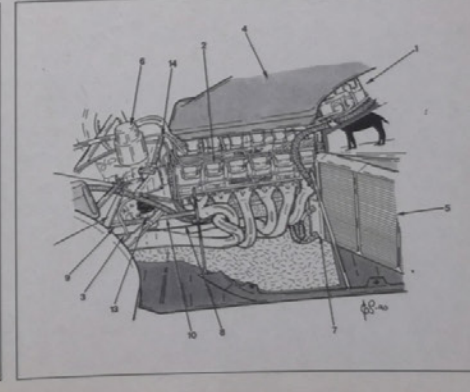
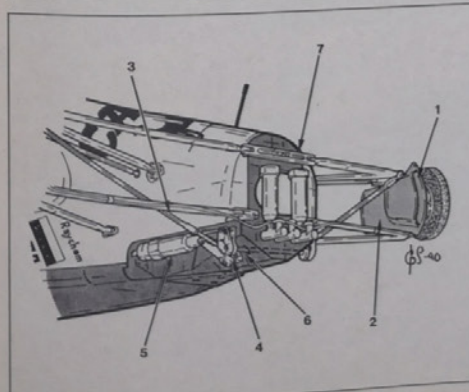
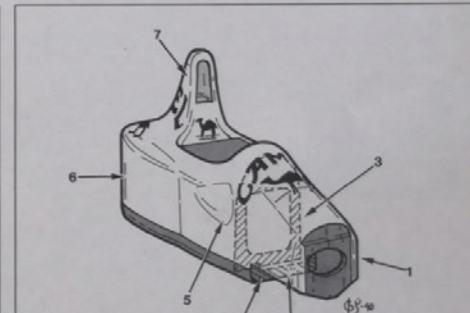
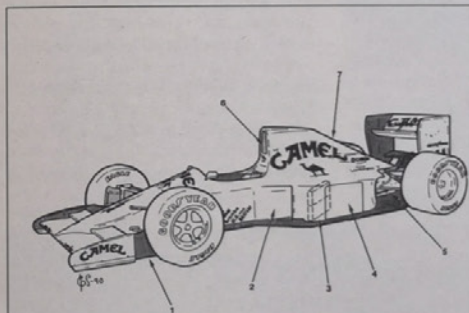
7) A new heat exchanger box (heat exchanging between water and gearbox oil) has been built into the water-radiator, and the oil is led back to the brand new 6-speed transverse gearbox (9). It is situated in front of the rear axle, for weight distribution reasons and to obtain better airflow under the rear end of the car. The underbody now sweeps upward over the entire width, generating more downforce than last year.

10) Gear linkage; connecting the driver's gear lever to the transverse gearbox.

11) The rear suspension is push rod (11), which via rocker (12) operates vertical Bilstein spring/damper unit (13).

14) The anti-roll bar, which is loaded in torsion, is situated at the top of the gearbox.

PE



The announcement in the Autumn of 1964 that Formula One engine capacity was to be doubled as from January 1, 1966 was greeted with a mixture of approbation and disbelief by the motor racing fraternity, particularly by the British "garagistes" (to coin a rather disparaging French expression) who had made a good living out of the 1.5 litre Formula without having to invest undue amounts of capital. But the more far-sighted among them realised that racing with 3-litre engines would be much more expensive, and it was this that inspired the search for major manufacturers who would supply (or at least fund) engines and for sponsors who would help to cover the costs of building faster and stronger cars.

The first problem for most people, was finding engines to run in 1966! Ferrari, of course, was first off the mark, with a 3-litre V12 which had two valves per cylinder at the start of the season and three from September onwards, and would have swept the board if it had been fitted in a better car. (Shades of 1961-62). Honda also settled for a V12, with four-valves-per-cylinder, but it (and the team) did not appear until the penultimate race of 1966, like the 48-valve Gurney-Weslake V12 built for Dan Gurney's all-new Eagle team. (Until this very much hand-produced engine was ready, Gurney used a 2.7 litre 4-cylinder Coventry Climax).

BRM, typically, announced that it

The 3-Litre Formula 1: 1966-1968

by
DAVID PHIPPS

would build a heavy, complicated H-16, and even managed to persuade Colin Chapman that Lotus should use it until Ford's all-time-bargain-price Cosworth-designed-and-built V8 was ready: this realistically meant that both BRM and Lotus would have to start the 1966 season with 2-litre versions of their 1965 power-plants, which in the case of Lotus meant engines reluctantly cobbled-up by a firm (Coventry Climax) which had officially withdrawn from racing. Cooper, partially

under the spell in the 1.5-litre era, optimistically put its faith in the big, ungainly Maserati V12, and Bruce McLaren even more optimistically undertook to use a sleeved-down version of Ford's 4.2-litre Indianapolis V8.

So the only person who really got it right was 1959-60 World Champion (in a Cooper) Jack Brabham, who fitted a light, simple Repco-modified single overhead camshaft version of a Buick V8 into a Ron Tauranac-designed multi-tubular chassis and walked off with the World Championship! The season did not start until late May, but even so only a few of the new cars were ready and Monaco turned out to be a benefit for 1965 machinery with stretched engines. Of the 16 starters only four finished, and only two of those completed the full distance, Stewart's 2-litre BRM and Bandini's 2.4-litre Ferrari; third and fourth were the 2-litre BRMs of Hill and Bondurant. However, Surtees's 3-litre Ferrari led until its transmission failed (transmission failure also side-lined Brabham and Hulme) and on the wide, open Spa-Francorchamps circuit the Ferrari scored its first win after a long battle with Rindt's Cooper-Maserati. (This was the race in which eight of the fifteen starters disappeared on the first lap, seven crashing due to a sudden rainstorm and Clark's Lotus-Coventry Climax suffering engine failure.) Again only the first two completed the full distance, this time on a circuit 8.76 miles long!

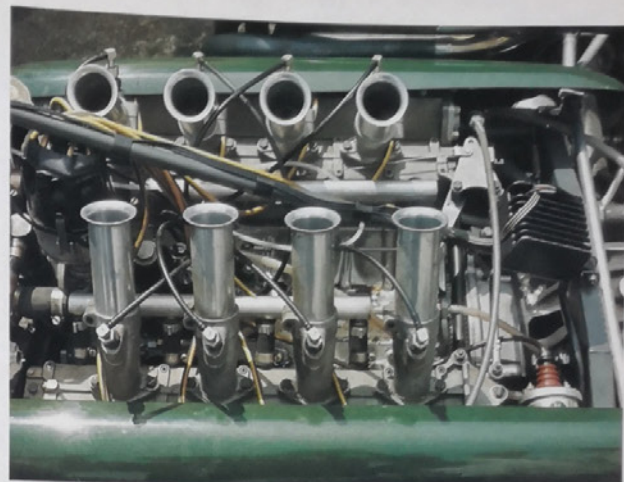
Winning in Belgium did nothing to heal the rift which had developed between Surtees and Ferrari's 1966 team manager, Eugenio Dragoni: a week later Surtees left Ferrari and moved to Cooper, where he elected to race on Firestone tyres although the team was contracted to Goodyear; even 24 years ago there were politics in Formula One. At this stage of the season Brabham had only three points, from fourth place at Spa, but three weeks later he had twelve due largely to the fact that at Reims Bandini's mechanic forgot to fit a throttle stop and the Ferrari retired with a broken throttle cable while leading by nearly half a minute. Parkes's Ferrari was second; again only two cars completed the full distance. At Brands Hatch the Brabhams finished 1-2, ahead of the 2-litre cars of Hill and Clark, and again only the first two completed the full distance. However, there was a big battle for second for much of the race, involving Gurney, Surtees, Rindt, Hill, Clark and Hulme, the latter having worked his way up from a lowly tenth

"Brabham virtually clinched the Championship by winning in the rain at the Nurburgring..."

in the early stages; for the first time, the formula was providing some really close racing.

Brabham scored his third successive win at Zandvoort, thanks partly to a water leak on Clark's 2-litre Lotus, and this time he was the only person to complete the full distance; 2-litre cars took the next four places, and most of the 3-litre machinery retired. Helped by some hand-cut Goodyears, Brabham virtually clinched the Championship by winning in the rain at the Nurburgring, where he finished three-quarters of a minute ahead of Surtees with Rindt a distant third; this time the first six all completed the full distance - as they should on a 14.2 mile circuit!

Ferrari traditionally make a special effort for Monza, and 1966 was no exception; their new 36-valve heads gave an extra 20 bhp, and they used this to good advantage to finish 1-2 in the order Scarfiotti, Parkes. But early on they had to give best to Brabham, until he was forced to retire with an oil leak, and at the finish Parkes only just managed to keep Hulme behind him. Poor Bandini, the Ferrari num-



Top: Simple but effective: 1966 single-cam Repco
Above: Simple but effective: Goodyear observer on Gurney's Eagle, 1966!

ber one, was again out of luck, this time with a broken fuel line on the second lap. Of the Monza newcomers, Ginther's Honda qualified seventh and got as high as second before going off the road when a tyre threw a tread, but Gurney's Eagle-Weslake had system problems and managed only a few laps at the tail of the field.

Watkins Glen brought one of the surprises of the year when Clark coaxed the Lotus-BRM to victory; it was the first time the H16 had finished a race. However, Clark did not take the lead until both Brabham and Bandini had retired with engine failure, and he was helped by Surtees losing over three minutes in the pits following a collision with Arundell. There were two Hondas this time, but both had problems, as did Gurney's Eagle. Cooper-Maseratis finished

2,3,4, in the order Rindt, Surtees, Sifert, and McLaren's McLaren-Ford was fifth. The 1966 season ended in Mexico with a well-deserved win for John Surtees and Cooper-Maserati; it was Cooper's first victory since Monaco 1962. Surtees started from pole position, led most of the way, and finished 7.88 seconds ahead of Brabham's Brabham-Repco. Hulme's Brabham-Repco was third, Ginther's Honda fourth, Gurney's 2.7-litre Eagle Climax fifth and Bonnier's Cooper-Maserati sixth; at last the 3-litre cars were coming into their own.

1967 has gone down in motor racing history as the year of the Lotus 49 and of the Ford DFV engine. It should also be remembered as the year of the flexible side-plates on Lotus's ZF gearboxes, but for which Jim Clark would almost certainly have become World

France 1966: wave the flag and run!



(All photos Phipps Photographic)



New era: in commercial awareness, with Hill in the 1968 Gold Leaf Team Lotus...

Champion for the third time; as it was, the first two in the championship were Hulme and Brabham, with Clark only third. The 1967 season started at Kyalami on January 2, with a win for Rodriguez's Cooper-Maserati - though only because John Love's 2.7-litre Cooper-Climax ran short of fuel seven laps from the end while comfortably in the lead. At half distance the order had been Hulme, Brabham, but first Jack was delayed by fuel vaporisation and then Denny made the first of three stops with brake trouble. Surtees's Honda finished third with both rear tyres virtually flat (one burst as he crossed the line) and only six cars were classified.

After Kyalami Team Lotus decided

they could not afford to run H16s any more because BRM's rebuild costs were higher than the total starting money! As the new Ford was not ready, the only option was to run 1965 cars with 2-litre engines, Climax for Clark and BRM for Hill. By now, however, the 3-litre cars were really asserting themselves, even on tight circuits, and at Monaco they took the first four places on the grid (Brabham, Bandini, Surtees, Hulme) with Clark's Lotus-Climax the fastest of the 2-litre cars. But for a brief interruption by Stewart's 2-litre BRM, the Monaco race was a Hulme benefit. Brabham's new twin cam Repco threw a rod on the first lap, but Denny's old single cam didn't miss a beat and he finished a

lap ahead of Hill's Lotus-BRM, with Amon's Ferrari third and McLaren's race was marred by a fiery crash in due more to the incompetence of the fire marshalls than to the accident itself; thankfully Formula One fire-fighting facilities have improved enormously since 1967.

As is well documented, the Lotus 49-Ford made its debut at Zandvoort on June 4 1967 and won - but it was a close thing. The car had been tested for the first time ten days earlier, and had been far from faultless - in the same way that the engine had caused concern by filling the cylinder heads with oil on the dynamometer. However, the latter had been overcome by crude but effective external drainage pipes, and the end product was the class of the field at Zandvoort, with Hill easily taking pole position from Gurney and Brabham; Clark was hampered by new car problems (he hadn't even seen a 49 until the start of practice) and started eighth. Hill led for the first ten laps before retiring with a broken timing gear - a malfunction which eventually led to the insertion of Cosworth's famous quill shafts in the gear train. Brabham took over for a few laps but was then passed on the straight by Clark, who went on to win comfortably; when the engine was stripped down it, too, was found to have a cracked timing gear!

There was another first at Spa, where Gurney's V12 Eagle won by over a minute from Stewart's H16

BRM, but only after Clark was delayed while in the lead by faulty spark plugs. (Clark had also taken pole position by a margin of 3.1 seconds!). This time Hill retired with clutch trouble, Surtees's Honda broke its crankshaft, and both Brabhams had engine problems. The 1967 French Grand Prix was held at Le Mans on the "Mickey Mouse" Bugatti circuit, which really showed up the inadequacy of the Lotus transmission; both cars went out with final drive failure. Brabham and Hulme came home 1, 2,

with nobody else on the same lap; since then Formula One has studiously avoided Le Mans. Clark won comfortably at Silverstone, but Hill had a rear suspension failure in practice and another one in the race; he was leading at the time, and continued after repairs, only to retire with a broken camshaft. Hulme finished second, Amon third and Brabham fourth. At the Nurburgring Clark dropped out with front suspension failure while in the lead; this time he had taken pole position by a margin of 9.4 seconds. Gurney then took over, and was half a minute ahead of Hulme when a drive shaft broke. Hulme's win gave him a very comfortable lead (from Brabham, Clark and Amon) in the Championship; only Brabham and Amon were within a minute of him at the finish.

Brabham and Hulme finished 1, 2 at a very wet Mosport. Clark retired while in the lead with wet electrics, Gurney finished third, and Hill was fourth despite having to get out and push-start his car after spinning! At Monza we had one of the most dramatic races of all time. With ten laps to go Hill was cruising to a comfortable win, and the main interest lay in whether Clark - who had lost over a lap with a puncture - could make up enough of the deficit to finish second. Clark had climbed to fourth, and was closing rapidly on Surtees and Brabham, when Hill retired with broken timing gears. Within two laps Clark was in the lead and pulling

away. Behind him Surtees was closing on Brabham, who was in trouble with failing brakes and a sticking throttle, and three laps from the end Surtees took over second place. At the start of the last lap Clark's lead was halved; could he be running out of fuel? Suddenly Surtees was in the lead, but on the way into the last corner Brabham slipped past him, only to be retaken on the run to the line.

So the new Honda, based on an Indianapolis Lola, had won its first race, and Brabham had moved within three



Spot the difference: US GP 1968, and everybody has wings

points of Hulme in the championship. At Watkins Glen, Clark and Hill were a dominant 1-2, though Clark had to do the last three laps on broken rear suspension and Hill had low oil pressure, a bad vibration and no

"There was an ominous innovation at Spa in the shape of vestigial wings..."

clutch! Hulme finished third, a lap behind, and the battle for the championship was now a straight fight between him and Brabham; to retain it Brabham had to win in Mexico with Hulme lower than fourth. In the event, Brabham never had a chance. Clark

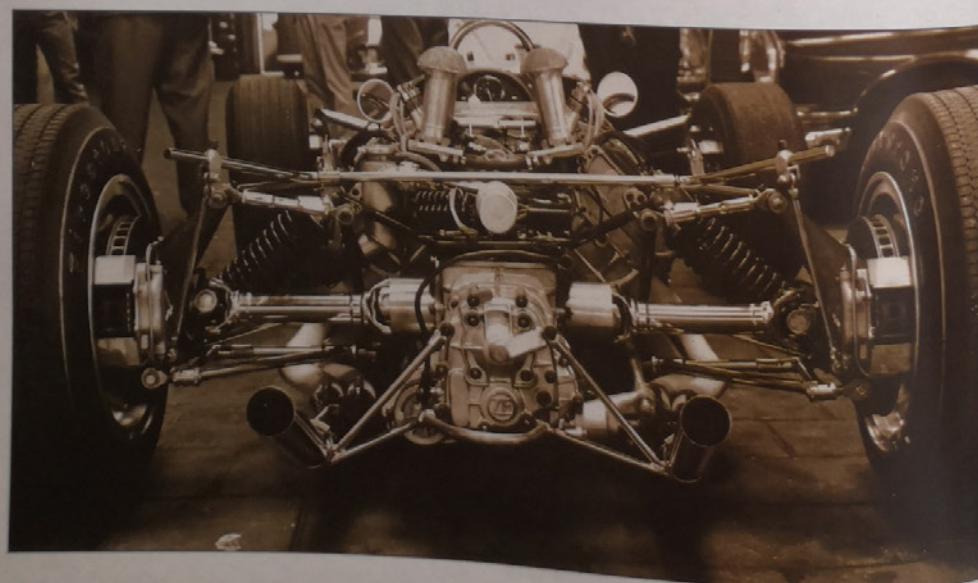
led virtually from start to finish and won by nearly 1.5 minutes, and Brabham did not even move up to second until Hill retired with transmission failure and Amon's Ferrari ran out of fuel; furthermore, he was shadowed all the way by Hulme in third place. But having become champion, Denny decided against cashing in on it, and went home to New Zealand to celebrate in peace!

The 1968 season opened on January 1 with a convincing 1-2 for Clark and Hill, with Rindt's Brabham the

only other car on the same lap. There were, however, signs of a threat to Lotus-Ford in the shape of Stewart's new and unpainted Matra-Ford, which led the first lap and was lying third until the engine put a rod through the side. This was Clark's 25th and last Grand Prix win, because in April he was killed in a Formula Two race at Hockenheim - to which he had been sent so he would not have to drive the "potentially dangerous" Ford F3L sports car at Brands Hatch. Hill took over for Lotus in the red and gold colours of Gold Leaf Team Lotus by winning at Jarama, with Hulme (now in a McLaren) second. Earlier there had

been a battle for the lead between Rodriguez (BRM), Beltoise (Matra-Ford) and Amon (Ferrari), all of whom subsequently had problems; there were only 14 entries, 13 starters and 5 finishers; Stewart was unable to race because of injury. Hill won again at Monaco, with Attwood's BRM the only other car on the same lap. Servoz-Gavin's Matra-Ford led for the first three laps, before hitting the chicane due to over-exuberance, and at quarter-distance only five of the 16 starters were still running; mercifully they all survived to the end.

There was an ominous innovation at Spa in the shape of vestigial wings on Amon's Ferrari and both Brabhams, and spoilers built into the engine covers of both McLarens. The idea had come from sports car racing, and developed rapidly - as such things always do in Formula One - so that by





Mexico '68: Hill takes the race and his second World Championship

the end of the season some cars had both fixed and adjustable wings, the most effective of them mounted directly on the suspension. Spa resulted in a surprise win for McLaren's McLaren-Ford, after Stewart's Matra-Ford ran out of fuel while well ahead. Earlier Amon and Surtees had disputed the lead, until the Ferrari's radiator was holed and the Honda broke a suspension mounting. Rodriguez's BRM finished second, and Ickx's misfiring Ferrari third; Hill's Lotus was never in contention and retired when a drive shaft broke.

A wet Zandvoort brought a win for Stewart's Matra-Ford, with Beltoise's Matra V12 second despite a spin at Tarzan. Off-course excursions accounted for nearly half the field, and Rodriguez's BRM was a lap behind in third place. It rained again at Rouen, where Ickx won by nearly two minutes from Surtees, but the race was overshadowed by an accident in which Jo Schlesser was killed in the virtually untested Honda V8, which crashed and caught fire on the fastest part of the circuit; Schlesser was only driving to drum up some publicity for Honda France. Brands Hatch saw a proliferation of wings and a new winner in Jo Siffert, whose Walker/Durlacher Lotus took over after both Hill's and Oliver's works cars retired with transmission failure. The Ferraris of Amon and Ickx were second

and third, and Surtees was fifth despite losing his rear wing.

Because of rain and low cloud, Jackie Stewart didn't want to race at the Nurburgring, but he won by over 4 minutes from Hill - who again had to get out and push-start his car after spinning! Surprisingly few cars dropped out on this occasion, and of those that did only three went off the road. In the heat of Monza there was much more attrition, and Hulme's wingless McLaren won by nearly a lap from Servoz-Gavin's Matra and Ickx's Ferrari. Amon and Surtees crashed while disputing second place but were not hurt; Hill's Lotus lost a wheel and Stewart's Matra suffered engine failure, so the championship table was not materially affected except that Ickx closed on Hill. At the twisty St Jovite circuit in Canada everyone had bigger and better wings, Brabham's being centrally hinged at the rear. Amon led for most of the race, and was nearly a lap ahead when his transmission failed, handing victory to Hulme. McLaren was second, a lap behind, and Rodriguez third; only seven of the 21 starters finished.

At Watkins Glen, Stewart led from start to finish, and only Hill finished on the same lap. Andretti had the distinction of starting from pole position in his first Grand Prix and was lying second when the nose panel of his Lotus unfurled, necessitating a

pit stop; he subsequently retired with a slipping clutch. Hulme dented his championship aspirations by spinning twice, the second time after his transmission failed. In Mexico it was Hill, Stewart or Hulme for Champion, and for a short while this trio ran 1-2-3. But Hulme went out with suspension failure and Stewart had a fuel feed problem, leaving Hill to take both the race and the championship by a comfortable margin. McLaren was second, Oliver third and Rodriguez fourth, and eleven of the 21 starters were classified.

At least the 3-litre formula was settling down. The wider availability of the Ford engine was a major factor in this, but even though it won 11 of the 12 races it gave rise to a disturbing number of transmission failures. There was also concern about the amateurish manner in which some teams were experimenting with aerodynamic aids, but nothing was done about this until both Lotuses crashed as a result of wing failure at Jarama in 1969. Even then, the inevitable ban was not implemented until after the first practice session at Monaco; the wheels of power ground extremely slowly in those days.

Next issue: 1969-1972

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If you thought Grand Prix cars were amazing pieces of machinery, save some of your admiration for the men who sit within.

On a Sunday afternoon, 16 times a year, 26 Formula 1 drivers line up for the start of a race that will last two hours, see them cover 200 miles, touch speeds around 200 miles an hour - and their hearts beat up to 200 times each minute. They will suffer G-forces, laterally, forward and back, unimaginable to the ordinary mortal, lose sweat at up to two litres an hour, be shaken and bruised over each bump and twist of a two-and-a-half mile circuit - 70 or 80 times. The cars have a small army of highly-skilled mechanics and engineers to prepare them - but who tunes up the human machine for its fortnightly battering?

The first answer is - the driver himself. In the case of Canon Williams, Thierry Boutsen and Riccardo Patrese take great care to keep themselves in trim, in ways which range from straightforward slog to sophisticated screening.

"You have to be very fit these days to be a Grand Prix driver", says Patrese, "but for me the important thing is to do so in a way that doesn't give me too much psychological trouble. If you always do the same thing, after a while you get bored, so I try to do as many different things as I can to keep fit." Boutsen adds a point most people may overlook: "Maybe spectators

Formula for Fitness: GP Drivers in the 1990's

by
STUART SYKES

don't realise it, but driving a Grand Prix car demands enormous physical effort. In one hour and a half of racing I lose three to four kilos."

For Patrese, a natural sportsman and lifelong sports enthusiast, the priorities are clear. "The main point is to have good physical resistance in the car. To build up that kind of stamina, I have found running the best way. You can achieve the same by cycling, but it would take longer periods: where you jog for 30-40 minutes, it might take three hours on a bike to derive the same benefit, and the same applies to swimming."

On top of stamina, the other primary requirement is power but here Riccardo and his team mate are at odds. While Patrese will alternate road work with gym work, in the way a boxer does, Boutsen has firm views: "I don't bother with weight training or gym work - it's not necessary. You put on weight, for one thing, with the extra muscle bulk, and then you need a lot of oxygen to help those muscles breathe during a Grand Prix. All the oxygen that goes into the muscles could be going into the brain... The

one area where muscle power is required is in the neck, for which I have a special device at home that I use when I'm not driving."

Why are those powerful neck muscles needed? One man ideally placed to answer is Professor Sid Watkins, eminent neurosurgeon and FISA/FOCA consultant on all matters relating to driver health, medical welfare and safety. "We know from accelerometer measurements on the drivers that they sustain, particularly in cornering, lateral forces of 2G, maybe 3G and sometimes even up to 4G - which means the head weighs four times its normal weight. Added to those are the forward and backward G-forces as they accelerate and decelerate. The weight of the head combined with the weight of the helmet tends to pull the head over, and strong musculature in the upper extremities is essential to keep the driver's head in the proper position. This is one reason why manufacturers are working so hard to lighten the typical helmet without sacrificing any of its integrity."

Watkins agrees that running is the best route to stamina, but pinpoints other critical factors. "Being suited up in hot climates, which they frequently must endure, provides heat drive from increases in body temperature. In addition to the thermal load and the cardiovascular stress, there are psychological factors - at the beginning of a race, at critical points like corners or overtaking - and on top of all that comes the problem of fluid loss. By



F1 drivers like Alesi get it in the neck...

the end of a race in a hot country the driver may have lost anything from three to four litres in sweat. That in turn deprives the circulating fluid volume, adding further strain from the cardiovascular point of view. So their heart rates are very high - 180, sometimes up to 200 a minute - and ability to withstand that pressure is the essence of driver fitness."

"There's no one sport you can practise that can possibly simulate what you do in a Grand Prix car..."

How else, then, can the driver prepare? Boutsen and Patrese are in agreement here - they can't. "There's no one sport you can practise", says Boutsen, "that can possibly simulate what you do in a Grand Prix car - so you have to do a little of everything. Whatever you can do, whenever you can." Patrese has his own interesting point to make: "All that running is great in its own way, but if at the end of it all you are ready to run a marathon, that may still not be enough - because the physical side is only 50 per cent of the preparation, if that. I also love to play tennis, maybe some-

times I go swimming, I play soccer when I get the time, and I go ski-ing. On top of my basic preparation, I play a number of sports, and so I think my mind is regularly refreshed, while of course I am enjoying what I do."

Thierry works under the guidance of French osteopath Pierre Baleyrier, who came into contact with Formula 1 in the early Eighties with Renault in the days of the Prost-Arnoux partnership and now acts as fitness mentor to Boutsen, Prost and rising star Jean Alesi. Like the drivers and the Prof, he thinks running essential: "They have to be made aware of the whole cardiovascular problem, so running is vital. The rhythm and distance are important: they must put in about three-quarters of an hour at a time, at a pace of 13-14 kilometres per hour over the whole stretch."

And that word 'stretch' is the other key to Baleyrier's philosophy. "It may not be peculiar to my methods, or even particularly original, but I am a great believer in stretching exercises. The more we learn, the more profound is the importance of stretching exercises to the whole of neuromuscular physiology. Rhythm and breathing are important elements in those exercises. And it is a great aid to concentration: they have to feel the stretch, the finishing touch if you like, feel the mental effort that has to go in at the same time."

Boutsen - a very conscientious pupil, in Baleyrier's own words - knows the benefits. "To drive for a long time, quickly, reliably, without making a mistake, you have to be very fit - and physical fitness to some extent determines mental fitness."

And in case you thought the effort ended with the chequered flag, think again. "Sure, fitness is important for the racing itself", Riccardo Patrese will explain, "but it is also very important to recover quickly from a Grand Prix, because you will almost certainly need to go testing after two or three days." Or as Boutsen says, "You have to maintain speed and strength for two days of practice, in the intensity of the race itself - and two days later you're pounding round Paul Ricard in the search for that little bit extra in the car. So it's not surprising you need that little bit extra in the man driving it too. The day after a race I'm spent, no energy left, unable to do the slightest thing. And sore all over: bruises where the body touches the tub, especially knees and elbows. In F1 tiredness is not just a physical thing, it's psychological as well. For two hours the driver must avoid even the merest lapse of concentration, otherwise the end can be instantaneous..."

Some help is forthcoming in the shape of special drinks, special foods, special care with what this delicate piece of machinery - the human being - takes in. Prof Watkins again: "With regard to fluid loss, for example, it's vital they replace the physiological losses. So they need salt, they need potassium, the elements one finds in the normal body fluid. They replace these with drinks whose basis is physiological. There are fads around, to do with using trace elements which may improve their ability to withstand all these stresses, but there's nothing absolutely proven, and for the most part they're safe using normal fluids like Gatorade, or mineral

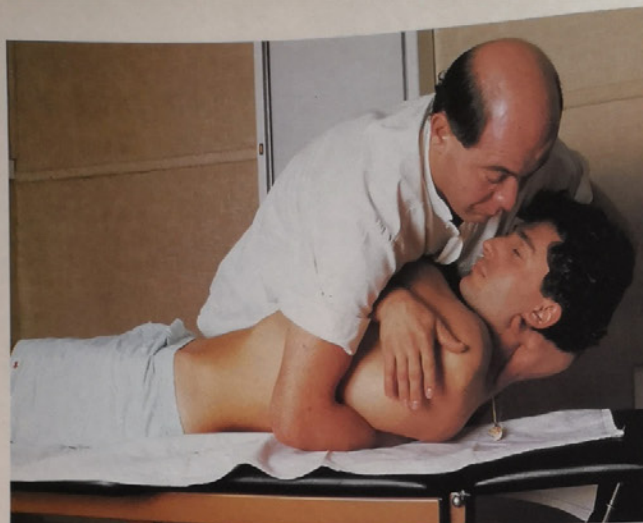


Left: 10 clicks a day is the Boutsen way...
Right: ... but Patrese takes a break from driving - by driving!



Test chassis - or torture rack for the driver?





Yannick Dalmas enjoys (?) some body maintenance work

Nice colours - shame about the weight in those quick corners



(Alain Prost/Parade)

water - without gas - and fluids used in the normal practice of medicine." Nowadays, it seems, no Grand Prix driver's retinue is complete without a dietician - but Messrs Patrese and Boutsen are refreshingly uncomplicated on that score. "Because I am Italian", smiles Riccardo, "of course I eat a lot of pasta. And anyway it's the latest fashion for athletes because of all the carbohydrates. Steak, too - not to like them a lot, but for the last three years I have avoided them because of the cholesterol. No alcohol, except half a glass with dinner in the winter time. I taste wine, rather than really drink it: I don't need two big glasses to enjoy it, just a sip or two to complement a meal."

"Particular attention to diet?" Thierry Boutsen pauses: "Yes and no. There are certain things you have to eat. Before racing, something that gives you a lot of energy, like pasta, and food that's rich in vitamins. Natural products, no fat, not too much beef. Resist temptation from all the exotic dishes on offer when we travel - drivers, like athletes, are delicate creatures!"

Pierre Baleyrier has his own views on so-called "special" diets for athletes. "You can't throw someone's whole system out of kilter just to impose a particular diet, you have to respect their own habits. And then you have to adapt to what's available on the circuits themselves, because what a dietician can rustle up in Monaco may not be quite so easy in Mexico. In any case, I haven't come across the food yet that would make them go faster!"

If a driver can't quite be stripped down after a race and have a quick rebuild like his car and its engine, he can still apply common sense to his own maintenance programme. For Riccardo Patrese, this also takes in one or two visits per year to a specialist in Ferrara for fitness check-ups. Dr Conconi is used to athletes and stamina problems, as he also looked after world-famous cyclist Silvio Moser. Thierry has a "long-distance" arrangement with Pierre Baleyrier, based in Annecy in south-east France - and as fitness is not the only call on a driver's time he has to use his own mental discipline to keep the Boutsen body working at its peak. Baleyrier will tell you that men like Boutsen and Alain Prost are easy to treat, because good habits have become ingrained with the passage of time and their own maturity. He still has some work to do on his other charge, Jean Alesi: "He's less sensitive to the problems, because

he's that much younger, but he does understand that one day he'll have to take account of all that sort of thing."

Not that driver fitness is anything new, just perhaps the intensity of their application nowadays. "There were those in the past who paid close attention to that side of things", recalls Prof Watkins. "Lauda, for example, and Scheckter were both highly conscious of their fitness. Moss in his day was very fit.... Mind you, some haven't bothered much - Ronnie Peterson was one, and Australia's favourite Alan Jones, or even Mario Andretti when

he'd had a bit too much spaghetti!"

Boutsen's is perhaps the most telling comparison: "F1 as a sport is all about precision and stamina. A driver is like a marathon runner - or rather a biathlete who has to combine skilful shooting with cross-country skiing." But the last word should go to Patrese, the most experienced man in Formula 1 racing, with his 200th Grand Prix start just ahead of him at Silverstone this year. "Grand Prix racing has definitely become more stressful in recent years. I started in '77 - fewer races, less public relations work, and

less testing because teams couldn't afford to go testing. Now, with so much sponsorship money in the sport, we do more PR work, lots more testing, and 16 races a year. The life of a Grand Prix driver is much harder now than 15 years ago. I am certainly fitter now than then, but maybe when I was younger I was a little lazier too, and a young man's body recovers so much faster. But nowadays, if you haven't got yourself fit over the winter, you may start the season well enough - but you'll quickly go downhill..."

PE



Alesi's upper body taking as much strain as his car

Ski-ing needs speed and stamina, just like F1 drivers including Patrese (second from left) and Boutsen (second from right)



(Alain Prost/Parade)



MONOCHROME MAGIC - The Eyes Have It!



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Patrick Stephens Limited, £ 20.00.

This deeply instructive book is the first example of a direct collaboration between the legendary five-times World Champion and a writer. Its stated ambition is to "bring out the human side" of a sport governed by screaming machinery, and the aim is achieved.

For the Grand Prix follower the central chapters - from 19 on - will be most rewarding, dealing as they do with his teams, his contemporaries and the circuits he graced: Monaco, Spa, and especially the Nurburgring on which he drove his greatest race in August 1957 in the Maserati proudly bearing the number 1. It might have been a catalogue of triumphs made dull by their very regularity, but Fangio honestly analyses those great races he did not win: Le Mans, the Mille Miglia and Indianapolis. Failure, however, is a relative term in this man's vocabulary...

While races are dissected in great detail, and technical discussion abounds, it is the human side that wins out - and the human side of Fangio in particular. The recurrent theme is friendship and how highly he valued gestures of genuine friendship from the men who were his rivals, like Villolosi, Collins or Bonetto. "I was attracted", he confesses, "by the spirit of adventure that is an inseparable part of it." Reading this fine book reminds you of so much that the sport has lost, not least of all in the shape of the great man himself. The translation, incidentally, is by Michael Bayley, and crafted to a degree that does him great credit.

SWS

Grand Prix 1989

by Didier Brailon.
Equipe Larrousse F1/Editions
ACLA.
UK: Autotechnica Boutree Ltd.
Colchester

The translation, sadly, which is given alongside the original French, is the one thing that lets this otherwise handsome volume down. Elegance is the French virtue par excellence, and French journalist Didier Brailon has written a seductive F1 story around the history of the Larrousse-Lola-Lamborghini project and its first full season in Grand Prix racing. The design and the use of pictures are striking, to say the least, and the quality of the photographs by Autopresse lensmen Jean-Michel Dubois and Francois Geron is exemplary.

What a turbulent year it was, too, for the team, and for Gerard Larrousse in particular. Staring tragedy in the face in the aftermath of the Calnells affair, he wears a haunted look in the early pages, only for a smile to emerge hesitantly as Alliot helps that V12 make its own music as the year goes on, taking the first-ever point for a Lamborghini engine in the World Championship, and then as new sponsorship from the East secures the future of his enterprise.

From detail to ensemble, from the machinery to the men themselves who make it - and sometimes break it, as they are not afraid to show - the pictures trace what Larrousse himself calls "a marvellous human adventure", and for anyone who can read French Brailon's text is the perfect complement. In a word, the book - in all but its English - has style.

SWS

Ayrton Senna: The Hard Edge of Genius

by Christopher Hilton.
Patrick Stephens Ltd. £14.99

If ever a driver deserved a candid and searching biography written about him, it is Ayrton Senna. His supreme talent and dedication to fulfilling his motor racing ambitions are almost legendary. His intensity in his work and in protection of his private life are equally well-documented through the columns of news journalism. We have heard of his brief unhappy marriage, his comfortable upbringing in Sao Paulo, his love of Brazil, his singular professional existence in the ultracompetitive world of Grand Prix racing and his clinical ability to analyse problems and make decisions - but we have never had a full picture. Christopher Hilton has gone some way towards satisfying this need, but, in the end, leaves as many questions unanswered as answered. The 1988 World Champion is given a sympathetic hearing by the author and enlarges on those passages of his career in motor racing which serve to explain his passion, his concentration and his success. But this is not a full biography including those parts of his life any curious reader wants to explore: his father, family, former wife and personal and private life are left virtually untouched. Instead, it is a close look at the enigma of one of the greatest racing drivers of all time. It is stimulating, passages of it are compulsive reading, and it takes off some of the layers which hide the true inner Senna. It is a book which deserves to be read, but it leaves plenty to the reader's imagination.

TC

One-Track-Mind

Circuit: Circuit Gilles Villeneuve, Grand Prix du Canada, Bassin Olympique, Ile Notre Dame, Montreal Quebec H3C 1A0 CANADA.

Tel: (1) 514 39 24 731
Tlx: 055 622 16
Fax: (1) 514 39 20 007

In the 11 races staged on the Circuit Gilles Villeneuve since 1978 - the 1987 race was lost because of beer wars - only two drivers have won twice: Alan Jones in 1979 and 1980 for Williams, Nelson Piquet for Brabham in 1982 and 1984. Williams are the team with most wins - four in all to Ferrari's three. It was the legendary Ferrari driver Gilles Villeneuve who won the inaugural race here and subsequently lent his name to the circuit.

A bit like Adelaide, Montreal's track is an intriguing combination of street circuit and permanent facility. It holds lots of interest for drivers and spectators, with slow hairpins and a very fast, spectacular section before the start-finish line. Canada is one of the most popular stops on the Grand Prix tour.

This year 70 racing laps of the 4.39-km track are planned, with a 12 noon local start time.

Location: The Circuit Gilles Villeneuve is located close to the centre of Montreal, on the Notre Dame Island in the Saint Laurent River east of the centre.

By car: Montreal can be reached by several highways from all parts of North America. In Montreal, follow the signs for the Circuit Gilles Villeneuve. Head for the Jacques Cartier bridge and the Ile Saint Helene east of the city centre. From Ile Saint Helene, two bridges cross the river to the Ile Notre Dame.

By train/bus: As Montreal is the biggest town in Canada, it is very easy to find both trains and buses for the city from all parts of North America. Bus companies like Greyhound are a good and inexpensive alternative to the train. It is possible to get special tick-

CANADIAN GRAND PRIX Circuit Gilles Villeneuve 10th. June

ets at reduced prices for the full bus or train network in Canada/North America. In Montreal, find one of the Metro stations and find a train for the Metro station Ile Saint Helene. This is close to the circuit.

By air: The international airport of Montreal is called Mirabel. This is located south of the City and has flights for all parts of the world. The national airport of Montreal is called Dorval. This is also located south of the city, but a bit closer to the centre. Dorval has flights for Canada and USA.

Traffic: The Circuit Gilles Villeneuve is probably the easiest circuit in the world to reach. With the frequent and very effective Metro trains from all parts of Montreal, it is highly advisable to leave the car at the hotel and take the Metro to the circuit. Head for the Metro station Ile Saint Helene, which is only a couple of hundred metres from the circuit (across the bridge).

Hotels: Montreal is the biggest city in Canada and has numerous hotels in all categories. Still with many visitors from all parts of the world, it is advisable to book the rooms in advance.

Camping: It is always possible to find a space for mobile-homes in or around Montreal, but in general this is one of the more difficult races for camping. If travelling on budget, the YMCA offers inexpensive accommodation in downtown.

Restaurants: Montreal is an international city with all kinds of restaurants. As a French speaking city, Montreal offers some of the finest French cooking in the world. The seafood is also very recommendable.

Nightlife: Again, Montreal has more or less everything. At the circuit, nothing special happens in the evening, but in the centre of the city it is possible to find all sorts of entertainment: bars, night clubs, discos, cinemas. The bars at the international hotels are popular meeting places during race week-end.

Tourism/sightseeing: Montreal has several museums, galleries etc. On the Ile Notre Dame, where the circuit is also located, there are several interesting buildings from the 1967 World Fair. Also, 1976 Olympic Stadium is in Montreal.

Please note: It often rains in Montreal, so be sure to bring a rain coat.

Our opinion: the circuit is very interesting with both slow hairpins and a very fast - and spectacular - part before the start and finish. Montreal is a very nice town, and the Canadian Grand Prix one of the most popular races of the year.

Tickets:
Grand Prix Molson,
505 Boulevard Rene-Levesque West,
Suite 1520 Montreal,
Quebec H2Z 1Y7 CANADA.

Tel: (1) 514 39 20 000
Tlx: 05 56 22 16
Fax: (1) 514 39 20 007



Circuit: Autodromo Hermanos Rodriguez, Ciudad Deportiva de la Magdalena Mixhuca, Delegacion Iztacalco Mexico 08010 DF MEXICO.

Tel: (52) 557 48 077
Tlx: 17 77 476 APYCMC
Fax: (52) 558 41 156

Named after the great Mexican racing brothers Riccardo and Pedro, the Autodromo in its revised form has hosted four World Championship Grands Prix since 1986. The first year saw Gerhard Berger notch his first-ever victory for Benetton, running without a stop on Pirelli tyres; winners since then have been Nigel Mansell (Williams), Alain Prost and Ayrton Senna. The last two mean McLaren are the only team with more than one win on the current circuit.

Scene of some spectacular accidents, notably the one that saw Philippe Alliot cartwheel thunderously into the wall on the pit straight, virtually destroy the Lola - but still fit to drive a rebuilt car in the race.

The Peralta Curve apart - the fast right-hander that slingshots the cars on to the main straight - the Mexico City track is devoid of real interest and falls far short of being the most popular venue on the calendar.

This year's race will be run over 69 racing laps of the 4.421-km circuit, scheduled to start at 14:30 local time.

Location: The Autodromo Hermanos Rodriguez is located close to the centre of Mexico City, a little to the east. It is quite close to the international airport.

By car: Mexico City can be reached by several highways - a bit primitive in this part of the world - from all direc-

MEXICAN GRAND PRIX Autodromo Hermanos Rodriguez 24th. June

tions. In Mexico City, the three main roads Av Rio Churbusco, Caliz Zaragoza and Viaducto Piedad all lead to the circuit. Follow the signs for the "Autodromo" or the airport.

By train/bus: As the capital of Mexico, Mexico City is quite easy to reach from all parts of both North and South America by trains and buses. Please note that public transport like bus and train is rather primitive in Mexico. Once in Mexico City, it is possible to go the circuit by subway trains - there is a subway station at the main entrance of the circuit. Alternatively, take a taxi which is very expensive in Mexico.

By air: Mexico City's international airport has flights to all parts of the world. The airport is located northeast of the town, quite close to the centre. The Autodromo Hermanos Rodriguez is only five minutes drive from the Mexico City airport. The airport also has national flights to other parts of Mexico.

Traffic: The streets of Mexico City are very crowded, and on race day it becomes even worse. The best solution might be a taxi - the drivers often know special, less crowded routes to the circuit. The subway trains, with a station right at the main entrance of

the circuit, might be a good alternative. It is possible to go by helicopter from the Aristos Hotel downtown to the circuit.

Hotels: Mexico City is a very large city, and has many hotels in all categories. In the Grand Prix week-end, many of the better hotels might be fully booked, so it is advisable to reserve a room in advance.

Camping: With the circuit located in the middle of a very big and rather poor city, it is almost impossible to camp near the circuit. Camping can be dangerous in Mexico City, and it is advisable to find a hotel room. Don't camp!

Restaurants: Mexico City has numerous restaurants in all categories. It is advisable to eat only at the international restaurants, which are quite inexpensive anyway. The Zona Rosa in downtown Mexico City has many good restaurants.

Nightlife: The capital of Mexico naturally has all sorts of entertainment: bars, cinemas, night clubs, discos, floor shows etc. Some of the international hotels have their own night clubs. The centre for nightlife in Mexico City is the Zona Rosa downtown, which is a charming area.

Tourism/sightseeing: Mexico City has many historic buildings, museums, galleries etc. Tour operators like Cray Lines offer guided bus tours both in and outside the city. A visit to the Sun and Moon pyramids just north of the town is recommended.

Please note: Be very careful with both food and drinks - stomach troubles are very common.

Our opinion: Not a very interesting circuit. The 5th-gear curve leading on to the main straight is very bumpy and spectacular, but the rest of the circuit is fairly "Mickey Mouse". Definitely not the most popular race in the F1 calendar.

Tickets:
Insurgentes Sur 421
Planta Baja
Col Hipodromo Condesa
CP 06 170 - Mexico DF
MEXICO.

Tel: (52) 557 48 077
Tlx: 17 77 476 APYCMC
Fax: (52) 558 41 156

by
PETER NYGAARD



FORMULA FUN

As promised, the Ferrari F189 review - Tamiya 1/20th, Hasegawa 1/24th. A question, though, to the companies concerned: why the same car in almost same scale - is that good marketing?

TAMIYA: colourful box, packaging of normal high Tamiya standard. Instructions are also clear and to the point.

Engine and gearbox assembly: the only problem is the mould line that appears when the two halves of the assembly are joined. Tamiya recommend a mixture of gunmetal/black/gold for the gearbox housing, but I feel a matt black/gunmetal mix will do fine when you have completed the engine and gearbox housing and added rear suspension and driveshaft. (Paint instructions are hazy on Tamiya paints - there are other ranges you can use without problems).

Tub and fuel cell: no problems here - but make sure you put the radiators (sorry, oil coolers!) in the right way up.

Front suspension/steering: make sure you fit parts to main body in the order shown or you'll be there all day... Next, the rest of the steering and dampers, but a couple of decals need to be applied at this stage: no.28 (maker's plate and what I think is the FIA scrutineer's certificate) and no.24 (extinguisher marker).

Driver/dashboard/ducts: if you opt for including the driver, fit the figure in before the dashboard. Straightforward stuff follows: wheel, gearbox selector, rollbar, then side panels and floor pan, prepared engine section, tyres to wheel rims, wheels to car - remembering to apply brake discs beforehand.

Rear wing assembly: one thing that lets this model down: you get only one set of wing plates, which look like those for Mansell's car when I had opted to build Berger's...

Main body shell: paint before placing on the car (I found Humbrol mini-spray 19, bright red, very close to the famous Ferrari colour). Decals are a let-down: the kit comes without Marlboro markings, which the early-season car should have. 9/10 - with Marlboro markings it would have been a perfect score!

HASEGAWA (with thanks to Stuart Jones): priced at £9.99, around the same as the Tamiya kit. This is the first in a series by this maker, the other one on sale being the 1989 Zakspeed-Yamaha (review soon).

Who? Where? What? When? That's what hits you when you open the instructions. Where the Tamiya instructions are laid out in neat boxes, Hasegawa's are all over the place.

Rear drive shafts/brake discs: no real problems, though the kit I built had a lot of excess on - out with the knife! Also found it didn't all fit as snugly as the Tamiya, though in the end it all came together well. And the decals are very, very good - complete with correct Marlboro markings. Hasegawa's kit scores 8/10 in my book.

New kits now in the shops: Tameo 1/43 Tyrrell Japan, Onyx Monaco, Williams Australia all 1989; Hasegawa 1/24 Zakspeed-Yamaha.

Mansell collectors start here:

1/43 - Lotus 88/88B Scale Racing Cars

Lotus 91 Tenariv (rare)

Lotus 94T Tameo Lotus

95T HiFi (rare)

Williams FW10 Tameo
FW10B Tameo (his first Brands Hatch win)
FW11 Tameo
FW11 Heller
FW11B Tameo
FW12 Tameo
Ferrari F189 Tameo (Brazil winner)
Ferrari F189 Tameo (Budapest winner)
Ferrari F189 Meri (US GP)
Ferrari F189 Starter (Brazil/US)
Ferrari F189 FDS
Ferrari F189 Onyx
Williams FW11 Tamiya
Ferrari F189 Tamiya (Brazil)
1/20 - Williams FW11
1/24 - Williams FW11

Gunze Sangyo
FW11B Gunze Sangyo
FW12 Gunze Sangyo
Ferrari F189 Hasegawa (Brazil)
1/14 - Ferrari F189 MG (Brazil)
F189 MG (Silverstone)
1/8 - Williams FW11B Tamiya

Winners of the first Formula Fun draw were:

1st prize
Martin Brennan
17 Warren Close
Irchester
Northants

2nd prize
Mr C. Goozee
45 Spring Gardens
Earls Barton
Northampton

3rd prize
P.J. Edwards (12 years old!)
41 Leacroft
Staines
Middlesex

Answers to Quiz no. 1 1989

- 18.24 secs
- Boutsen and Caffi
- De Cesaris/Piquet tangle which forced Prost to stop
- Tarquini/Onyx
- Dallara/De Cesaris and Caffi/Phoenix
- Trick question - there were 5! Alesi/Bernard/Donnelly/Gachot/Pirro
- Alboreto
- Spa - both DNQ
- Martini
- Arnoux

A Sideways Look at 1987

1 Who registered a DNS in Brazil because his team ran short of engines?

2 Which race gave Nigel Mansell his first victory of the season?

3 At which race did Alain Prost equal Jackie Stewart's record of 27 victories?

4 Who was disqualified from further participation in the Monaco G.P. weekend after first official practice?

5 Which Swiss driver made his debut in Italy?

6 How many 1-2 finishes did Williams record?

7 Where did Yannick Dalmas make his debut?

8 Why was Ayrton Senna disqualified in Australia?

9 Which team finished second to Tyrrell in the Colin Chapman Trophy?

10 Who might have said "Deer, deer", in Austria?

Outstanding videos from Duke Marketing and fine models from Just Cars Anyway are again on offer in this month's quiz.

Send your answers to:

Formula Fun (June)

First Frost Ltd.

Lyon Road, Windsor Avenue

Wimbledon

SW19 2SE

Answers in our August issue.



"Oh that - it's Derek Warwick's new light-weight helmet!"

PIT

FALLS

Life on the pit lane's lighter side

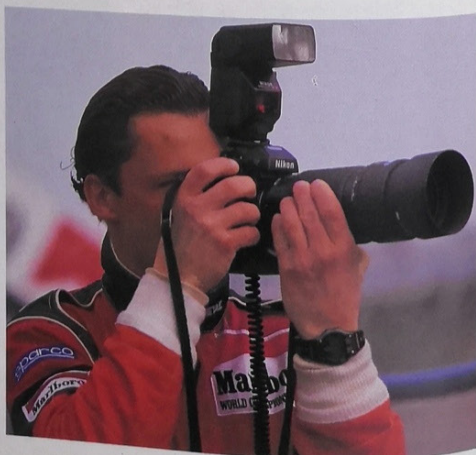


David Brabham is the most recent newcomer to F1 - but he hasn't been slow in getting to grips with the training demanded of the modern Grand Prix driver. In our little sequence he is seen, firstly, taking the weight of the entire Brabham team on his shoulders...



... then taking some good advice and literally heading for fresh fields and pastures new. Or did someone take one look and say "On yer bike, clobber"? Has he had an off in his first outing in the BT58 and left the bodywork behind?

Ok, Emanuele, just smile for the camera: Olivier Grouillard takes a light-hearted break from testing...

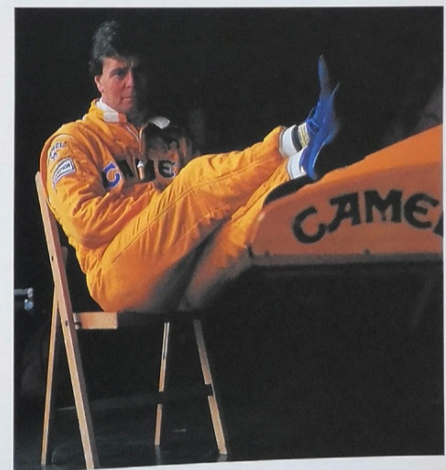


Phoenix was pretty boring for all who went there, but you'd think a Grand Prix driver would have to stay awake. Jean Alesi (left) is taking time out for a few zzz's - and at least he wouldn't have been disturbed by the crowd noise. Did you know that on race day in the States suburban Phoenix hosted an ostrich race - and while 15,000 graced the GP circuit, five times that number - yes, 75,000 - went to see the feathered non-fliers?!

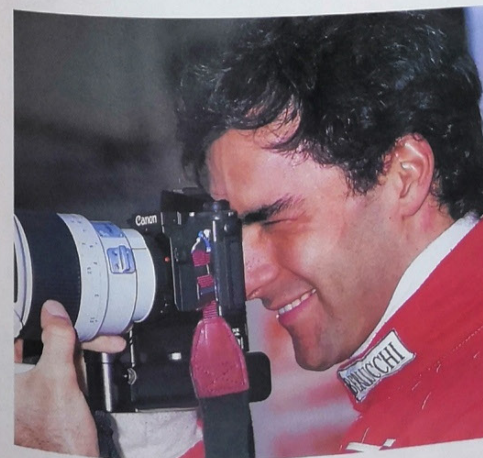


But you see, my head he is this wide, and the helmet she is only this wide... Little Pierluigi Martini seems to be analysing a big problem at the recent Imola tests. Or was he enquiring about the size of the Minardi cockpit?

Maybe that's why he's looking far and wide for signs of his first F1 drive, or hoping that someone else will sit up and take notice...



Talking of sitting up, David could take a leaf out of the experienced Derek Warwick's book. When you've put over 100 Grands Prix behind you, little things like hitches in Imola testing don't disturb you, they're merely an incentive to sit back, relax, and reflect on the joys of a racing driver's life!



A.....Z OF FORMULA ONE

CAFFI, Alex: Italian, born 1964. Grand Prix debut Italy 1986 (Osella), with whom he stayed 1986-87 before moving to Dallara (1988-89). Now with Footwork Arrows. Best result: 4th Monaco 1989 (Dallara). Seen as one of the brightest of the new generation Italian drivers.

CAPELLI, Ivan: Italian, born 1963, came to F1 after outstanding F3000 career. Grand Prix debut Europe 1985 (Tyrrell), also drove for Ken in Australia that year. Two races for AGS 1986 before move to March (Leyton House) 1987. 51 starts (DNQ Brazil this year), best result 2nd Portugal 1988.

CASTELLOTTI, Eugenio: Italian, born 1930, killed testing at Modena in 1957. Grand Prix debut 1955 Argentina (Lancia), switched to Ferrari later that year and stayed with them till Argentina 1957. 1 pole position, best result 2nd (Monaco 1955 for Lancia, France 1956 in a Ferrari).

CECOTTO, Johnny: Venezuelan, born 1956. Motor-cycle star whose Grand Prix debut came in Brazil 1983 (Theodore Ford). 9 races with them, then 9 with Toleman in 1984. Scored 1 point, USAW (Long Beach) 1983.



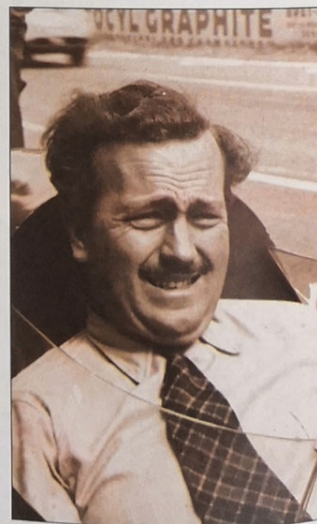
Right: Grand Prix genius: Colin Chapman
Below: Short but colourful career: Johnny Cecotto in the '84 Toleman

CEVERT, Francois: French, born 1944, killed in practice for the 1973 USA GP at Watkins Glen. Grand Prix debut 1970 Holland (March), for whom he did 9 races before joining Tyrrell. Understudy and natural successor to Jackie Stewart, with whom he enjoyed six 1-2 finishes. 1 victory (USA 1971). Stewart retired on the spot after Cevert's violent accident, so missing what would have been his 100th and last Grand Prix.

CHAPMAN, Colin: English, 1928-82. Businessman, engineer, sometime driver and designer of genius, head of the hugely successful Lotus team of the 60's and 70's. Innovator supreme: monocoque construction (Lotus 25), ground-effect, the beautiful but banned twin chassis 88, active suspension... Instrumental in the arrival of the Ford Cosworth DFV engine in F1; formed partnership of rare talents first with Jim Clark (q.v.) and Mario Andretti. Lotus was coming out of the doldrums of the early 80's when he died of a heart attack in 1982.

CHEEVER, Eddie: American, born 1958. Grand Prix debut USA 1978 (Hesketh), later drove for Osella (1980), Tyrrell (1981), Ligier (1982), Renault (1983), Alfa-Romeo (1984-85), one race for Lola (Detroit 1986), and Arrows (1987-8-9). Best result in 132 Grands Prix: 2nd, USAE (Detroit) 1982 with Ligier and Canada 1983 (Renault). Finished 3rd in his home town Phoenix's inaugural GP 1989, now racing in the States after quitting F1.

CHIRON, Louis: Monegasque, 1899-1979. Grand Prix debut in the first World Championship race (GB 1950, Maserati), also drove Osca, Talbot, Lancia 1951-1955. Best result: 3rd Monaco 1950 (Maserati).



CLARK, Jim: Scottish, born 1936, killed in F2 race at Hockenheim April 1968. Grand Prix debut 1960 Holland (Lotus), for whom he drove all 72 races of his matchless career. 33 pole positions, 25 victories, 28 fastest laps; World Champion 1963 and 1965, helped Chapman (q.v.) take on and beat the Americans in the Indianapolis 500. Even allowing for the bias of a Scottish editor, Clark was incomparable in his natural gifts, the dominance he exercised over his era, and the genuinely amateur spirit he displayed in a sport that brought him rich rewards.

CLERMONT-FERRAND: remarkable French circuit at the volcanic Puy de Charade in the Auvergne, staged the French GP 1965-69-70-72. Only one short straight (uphill), 51 corners and many drivers wore open-faced helmets as the ups-and-downs, twists and turns induced nausea. Winners: Clark, Stewart, Rindt and Stewart again.

COLLINS, Peter: English, born 1931, killed during German GP 1958. Grand Prix debut Switzerland 1952 in F2 HWM, graduated to Vanwall for two races in 1954, a Maserati of the Owen Organisation in 1955, then Ferrari for the rest of his 32-race career. 1 pole position, 3 victories including the 1958 British GP, remembered for selflessness in handing his car over to teammate Fangio, whose own Ferrari was stricken, in the 1956 Italian GP at a stage when either could have become World Champion.



Peerless: Jim Clark, Mexico 1967

COLONI: Perugia-based Italian Grand Prix team, starting in 1987 with Robert Ori-designed FC187 which first raced in Spain that year (Larini); driver in 1988 was Gabriele Tarquini, in 1989 P H Raphanel, Roberto Moreno and Enrico Bertaggia all tried their hand. Sole 1990 driver is Bertrand Gachot; team now has engines supplied by Subaru but DNPQ in first two races of 1990.

COOPER: English Grand Prix team founded by Charles and son John, the latter chiefly instrumental in its successes during a 129-race life up to Monaco 1969. 11 pole positions, 16 victories, 13 fastest laps. First victory: Argentina 1958 by Moss in a Rob Walker entry; in the Jack Brabham era took two Constructors' Championships 1959-60. First GP winner with a rear-engined car, but managed just one win in the 1.5-litre era and despite associations with Maserati and BRM V12's in the 3-litre era from 1966 was never a major force again.

COSWORTH: English engineering innovators, firm born in 1958 by the association of Mike Costin/Keith Duckworth building engines based on Ford blocks. Then Ford commis-

sioned THE engine, the legendary DFV (Double Four Valve), the first unit produced in just five months. Stunning debut win in Clark's Lotus, Zandvoort 1967; 154 Grand Prix victories plus Alboreto's at Detroit in 1983 in the DFV derivative. The engine developed just over 400 bhp on its debut, weighed 168 kilos, and was a 2,993cc unit with bore and stroke 85.74mm x 64.77mm. First used exclusively by Lotus, it cost the princely sum of £7,500 when released to others in 1968...

COURAGE, Piers: English, born 1942, killed during 1970 Dutch GP. Grand Prix debut in F2 Lotus Germany 1966, joined BRM 1967-68, then teamed up with Frank Williams and drove his Brabhams in 1969, the Dallara-designed de Tomaso in 1970. Best result of his 28-race career: 2nd Monaco and USA 1969. Commemorated in the Piers Courage Suite at the new Williams Conference Centre at Didcot.

COVENTRY-CLIMAX: English engine manufacturer dating from 1917, supplier to road cars between the wars, moved through sportscars and F2 to F1 in the late 50's. 97 races, 40 victories, two World Championships with Cooper and Brabham 1959-60. Developed a V8 unit which dominated 1962-65 but eventually withdrew after introduction of the 3-litre Formula (the Return to Power) in 1966.

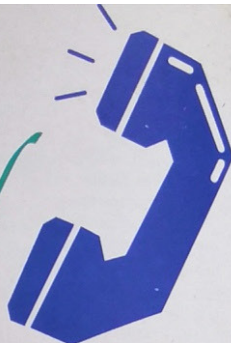
Selfless: Peter Collins (left) with Fangio

A B C D E F G H I J K L M

N O P Q R S T U V W X Y Z



The Last Word



After only one issue the news gathering power of this column has been noticed by the media who have been rushing to my door in droves, well one drove, for those all-important scoops. One of Mr Rupert Murdoch's acolytes was so keen to impress that he invited me to a restaurant whose client list that day included Princess Diana and Eric Clapton. Both these celebs played it cool and pretended not to know me.

Still on the subject of the muso biz (and you thought motor racing jargon was bad enough) I can reveal exclusively to readers of PEI that Pink Floyd drummer and collector of exotic Ferraris, Nick Mason is back at school in London learning Italian, presumably in an effort to bid more fluently at auction time. Ironical for a man whose most recent claim to fame was the album and film "Another Brick In The Wall", which included that line of perfect English prose "We don't need no education".

Humble Pie was not on the menu at the above mentioned lunch but it was probably Dish of the Day in the McLaren canteen after Mr Dennis' recent attack on Ferrari's salary and accounts procedure. But as with all things Formula One there was an ulterior motive for his uncharacteristic outburst. Let us examine the facts. Firstly, Ron sends a Trojan Horse in the form of Alain Prost and Steve Nichols to Ferrari. Then he insults everyone in Italy bar the Pope and the ruse begins to work; he is invited to Maranello for "a little chat" with the Ferrari fathers. Still not with me? Well it's obvious he was negotiating for a

supply of Ferrari engines for the 1991 season. That way he gets to keep Senna (rumoured to be talking with Fiorio), has the possibility to run Pirellis or Goodyears and does not have to worry about Honda's rumoured withdrawal from Formula One. Imagine Mr Dennis' dismay when he discovered that the deal had been snatched from under his nose by some old Fiat dealer in Faenza called Signor Minardi, leaving Ron with the option of a woolly-worded retraction or a fitting for a concrete replica of one of his Boss suits.

Most Formula One teams put out releases during a Grand Prix weekend designed to cut down the journalists' leg work, as in "talk to us at a race meeting and we will cut down your legs", but they do need careful interpretation. So in a never-to-be-repeated gesture of generosity and love of the common man, a very apt description of most Formula One hacks, I bring you "Formula One Press Releases - An Interpreters' Guide":

Quote - "My new team has a lot of potential."

Meaning - It's a complete shambles but at least we have a smart paint job.

Quote - "My new team still has a few rough edges but we will soon be in contention."

Meaning - It's a complete shambles and we do not even have a smart paint job.

Quote - "Today we concentrated on finding a good race set-up and tomorrow we will go for a good qualifying lap."

Meaning - the car was impossible to drive and I will make one last desperate effort to move up the grid to a

point where the green light looks bigger than a pin head without the use of a NASA-sized telescope.

Quote - "A small gear selection problem hampered our progress."

Meaning - As he braked for a corner the driver found more neutrals than you can count in Switzerland, spinning into the barrier, destroying the chassis and starting a major engine fire.

Quote - "My new team-mate is young, fast, and shows a great deal of promise."

Meaning - My contract now appears to be the only proof of my Number One Driver status in the team.

Quote - "I think that FISA do a great job."

Meaning - I am in the twilight of my years as a driver and would like a career in race administration.

Quote - "Oh well, tomorrow is another day." This is the ultimate cop-out when even the greenest journalist will not believe that things went as planned. Unfortunately occasionally used in error by drivers failing to pre-qualify.

A French magazine ran an April fool article suggesting that all stories relating to Formula One had to mention Mr Balestre at least once so I will leave you with another example of our President's wit and wisdom. When questioned in the Sao Paulo pits about his health, he pointed at the crowds (with his right arm extended at an angle of 45 degrees) and said, "There is nothing wrong with me and anyway I would have come here on a stretcher if need be to irritate this lot".

PE

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PRE-OWNED CARS IN STOCK

FERRARI	1967 TESTAROSSA	RED/BLACK	1973 XKE III, V12	GREEN/TAN	1956 GULLWING	WHITE/BLUE
	1966 TESTAROSSA	RED/RED/TAN	1973 XKE III, 2.2	GREEN/BLACK	1955 GULLWING	BLACK/BLACK
	1966 TESTAROSSA	RED/BLACK	1973 XKE III, V12	BURGUNDY/TAN	1955 GULLWING	WHITE/RED
	1966 TESTAROSSA	RED/BLACK	1970 XKE II	YELLOW/BLACK	1965 GULLWING	RED/TAN
	1963 BOXER, 512BB	RED/BLACK	1970 XKE II	BLUE/BLACK	1955 GULLWING	SILVER/RED
	1963 BOXER, 512BB	RED/TAN	1964 XKE I	RED/TAN	1966 600 SWB	BURGUNDY/TAN
	1963 BOXER, 512BB	RED/TAN	1967 MKII, 3.8	YELLOW/BLACK	1967 560 SEC AMG, Phase III engine	LT. BLUE/GRAY
	1972 246GT DINO	RED/TAN				
	1969 365 GT 2.2	BURGUNDY/TAN				
	1971 365 GTB/4 SPYDER conv.	RED/BLACK				
LAMBORGHINI	1971 365 GTB/4 SPYDER original	RED/BLACK				
	1967 330 GTC	BLACK/RED				
	1967 330 GT 2.2, single humps.	RED/BLACK				
	1966 412A, automatic	BLUE/CREAM				
	1964 400A, automatic	SILVER/BLACK				
	1964 400, 5 speed	BLUE/TAN				
	1963 400 CABRIOLET conv.	BLACK/TAN				
	1966 MONDIAL CABRIO. GV. 3.2	RED/TAN				
	1965 MONDIAL CABRIO.	SILVER/TAN				
	1962 308 GTS	WHITE/BLUE				
MAGNETI	1960 308 GTS	RED/TAN				
	1977 308 GTB RACE CAR.	BLACK/BLACK				
	1977 308 GTB RACE CAR.	RED/BLACK				
	1969 250 GT PININ FARINA CPE.	SILVER/RED				
	1966 250 GT PININ FARINA CPE.	RED/RED				
	1967 275 GTB/4	YELLOW/BLACK				
	1968 COUNTACH	WHITE/WHITE/WHITE				
	1968 JALPA	RED/TAN				
	1968 400 GT 2.2	RED/TAN				
	1967 400 GT 2.2	RED/BLACK				
JAGUAR	1969 ISLEO	BLUE/BLACK				
	1967 MISTRAL	BURG./BLACK				
	1972 MEXICO	CHAMPAGNE/TAN				
	1974 XKE III, V12	SILVER/RED				
	1974 XKE III, V12	BURGUNDY/BLACK				
ASTON MARTIN	1969 DBS, RHD		1973 CORNICHE	WHITE/TAN		
	1966 DBS, RHD		1967 CORNICHE	RED/BEIGE		
	1966 DBS, RHD		1967 CORNICHE	WHITE/TAN		
	1976 V8 COUPE		1968 CORNICHE	WHITE/RED		
	1971 COUPE		1968 CORNICHE	NUTMEG/BEIGE/TAN		
	1979 VOLANTE conversion		1979 CORNICHE	WHITE/TAN		
			1972 CORNICHE	GOLD/TAN		
			1972 CORNICHE	WHITE/BLUE		
			1979 SHADOW, 2-TONE	BROWN/BROWN		
			1967 SPUR	CHESNUT/BROWN		
BENTLEY	1969 DBS, RHD		1967 SPUR	BLUE/TAN		
	1964 S3, RHD		1967 SPUR	RED/TAN		
	1964 S2, 2-TONE		1967 SPUR	CORAL/TAN		
	1952 JAMES YOUNG, RHD					
MERCEDES-BENZ	1936 500K Cab B		1971 CORNICHE	WHITE/BLACK		
	1939 300 B Com.		1971 CORNICHE	RED/BLACK		
	1962 300 SL		1971 CORNICHE	EX FITTIPALDI		
	1960 300 SL		1971 CORNICHE	ILLMORE INDY		
	1960 300 SL		1971 CORNICHE	ILLMORE INDY		
	1960 300 SL		1971 CORNICHE	ILLMORE INDY		
	1960 300 SL		1971 CORNICHE	ILLMORE INDY		
	1960 300 SL		1971 CORNICHE	ILLMORE INDY		
	1960 300 SL		1971 CORNICHE	ILLMORE INDY		
	1960 300 SL		1971 CORNICHE	ILLMORE INDY		
OTHER	1957 300 SL in paint		1971 CORNICHE	ILLMORE INDY		
			1971 CORNICHE	ILLMORE INDY		
			1971 CORNICHE	ILLMORE INDY		
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			1971 CORNICHE	ILLMORE INDY		
			1971 CORNICHE	ILLMORE INDY		
EXCALIBUR	1968 ROADSTER	BROWN/TAN	1971 CORNICHE	ILLMORE INDY		
	1967 PHAETON Anniversary	WHITE/SILVER GREY	1971 CORNICHE	ILLMORE INDY		
	1964 PHAETON	WHITE/RED	1971 CORNICHE	ILLMORE INDY		
			1971 CORNICHE	ILLMORE INDY		
			1971 CORNICHE	ILLMORE INDY		
			1971 CORNICHE	ILLMORE INDY		
			1971 CORNICHE	ILLMORE INDY		
			1971 CORNICHE	ILLMORE INDY		
			1971 CORNICHE	ILLMORE INDY		
			1971 CORNICHE	ILLMORE INDY		
RACE CARS	1968 THEODORE (YIP)	RIZLA	1971 CORNICHE	ILLMORE INDY		
	1968 EX TAMBLY	MARLBORO	1971 CORNICHE	ILLMORE INDY		
	1968 MARCH V8 CHEVY	ILLMORE INDY	1971 CORNICHE	ILLMORE INDY		
	1968 EX FITTIPALDI	MARLBORO	1971 CORNICHE	ILLMORE INDY		
	1968 MARCH V8 CHEVY	ILLMORE INDY	1971 CORNICHE	ILLMORE INDY		
	1968 EX FITTIPALDI	MARLBORO	1971 CORNICHE	ILLMORE INDY		
	1968 MARCH V8 CHEVY	ILLMORE INDY	1971 CORNICHE	ILLMORE INDY		
	1968 EX FITTIPALDI	MARLBORO	1971 CORNICHE	ILLMORE INDY		
	1968 MARCH V8 CHEVY	ILLMORE INDY	1971 CORNICHE	ILLMORE INDY		
	1968 EX FITTIPALDI	MARLBORO	1971 CORNICHE	ILLMORE INDY		
FORD	1967 FORD PROBE GTP	YELLOW	1971 CORNICHE	ILLMORE INDY		
	1978 MAZDA RX-7 GT2		1971 CORNICHE	ILLMORE INDY		
			1971 CORNICHE	ILLMORE INDY		
			1971 CORNICHE	ILLMORE INDY		
			1971 CORNICHE	ILLMORE INDY		
			1971 CORNICHE	ILLMORE INDY		
			1971 CORNICHE	ILLMORE INDY		
			1971 CORNICHE	ILLMORE INDY		
			1971 CORNICHE	ILLMORE INDY		
			1971 CORNICHE	ILLMORE INDY		
ALFA ROMEO	1967 ALFA ROMEO 2600 ROOST.	RED/BLACK	1971 CORNICHE	ILLMORE INDY		
	1964 ALFA ROMEO 2600 ROOST.	RED/BLACK	1971 CORNICHE	ILLMORE INDY		
	1965 ALFA ROMEO 2600 ROOST.	RED/BLACK	1971 CORNICHE	ILLMORE INDY		
	1965 ALFA ROMEO 2600 ROOST.	RED/BLACK	1971 CORNICHE	ILLMORE INDY		
	1965 ALFA ROMEO 2600 ROOST.	RED/BLACK	1971 CORNICHE	ILLMORE INDY		
	1965 ALFA ROMEO 2600 ROOST.	RED/BLACK	1971 CORNICHE	ILLMORE INDY		
	1965 ALFA ROMEO 2600 ROOST.	RED/BLACK	1971 CORNICHE	ILLMORE INDY		
	1965 ALFA ROMEO 2600 ROOST.	RED/BLACK	1971 CORNICHE	ILLMORE INDY		
	1965 ALFA ROMEO 2600 ROOST.	RED/BLACK	1971 CORNICHE	ILLMORE INDY		
	1965 ALFA ROMEO 2600 ROOST.	RED/BLACK	1971 CORNICHE	ILLMORE INDY		
PANTHER	1967 PANTHER KALLISTA	RED/RED	1971 CORNICHE	ILLMORE INDY		
	1967 PANTHER KALLISTA	RED/RED	1971 CORNICHE	ILLMORE INDY		
	1967 PANTHER KALLISTA	RED/RED	1971 CORNICHE	ILLMORE INDY		
	1967 PANTHER KALLISTA	RED/RED	1971 CORNICHE	ILLMORE INDY		
	1967 PANTHER KALLISTA	RED/RED	1971 CORNICHE	ILLMORE INDY		
	1967 PANTHER KALLISTA	RED/RED	1971 CORNICHE	ILLMORE INDY		
	1967 PANTHER KALLISTA	RED/RED	1971 CORNICHE	ILLMORE INDY		
	1967 PANTHER KALLISTA	RED/RED	1971 CORNICHE	ILLMORE INDY		
	1967 PANTHER KALLISTA	RED/RED	1971 CORNICHE	ILLMORE INDY		
	1967 PANTHER KALLISTA	RED/RED	1971 CORNICHE	ILLMORE INDY		
BMW	1967 BMW M	RED/RED	1971 CORNICHE	ILLMORE INDY		
	1967 BMW M	RED/RED	1971 CORNICHE	ILLMORE INDY		
	1967 BMW M	RED/RED	1971 CORNICHE	ILLMORE INDY		
	1967 BMW M	RED/RED	1971 CORNICHE	ILLMORE INDY		
	1967 BMW M	RED/RED	1971 CORNICHE	ILLMORE INDY		
	1967 BMW M	RED/RED	1971 CORNICHE	ILLMORE INDY		
	1967 BMW M	RED/RED	1971 CORNICHE	ILLMORE INDY		
	1967 BMW M	RED/RED	1971 CORNICHE	ILLMORE INDY		
	1967 BMW M	RED/RED	1971 CORNICHE	ILLMORE INDY		
	1967 BMW M	RED/RED	1971 CORNICHE	ILLMORE INDY		

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